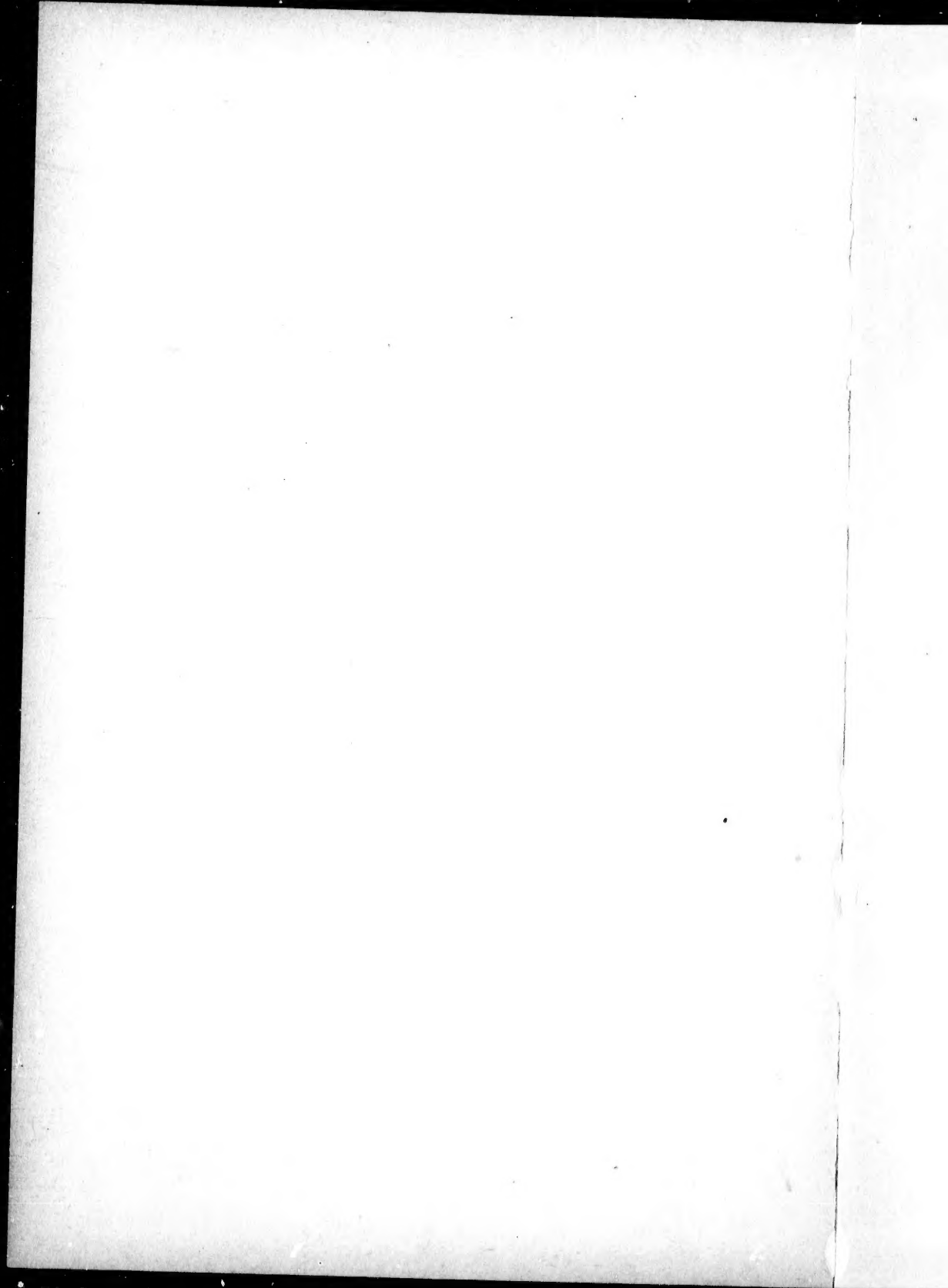




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INDEX
—TO—
RAILWAY LEGISLATION
—OF THE—
DOMINION OF CANADA
—FROM—
1867 TO 1897 INCLUSIVE.

COMPILED BY
J. E. W. CURRIER,
PRIVATE SECRETARY TO THE HON. A. G. BLAIR,
MINISTER OF RAILWAYS AND CANALS.

OTTAWA,
1898.

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EXPLANATORY.

The accompanying Index embraces all public and private legislation by the Parliament of the Dominion of Canada respecting railways, railway bridges and tunnels, and street and electric railways, to which the "Railway Act, 1888," and amendments, is applicable in whole or in part, from the year 1867 (Confederation) down to and including the year 1897.

The number of the chapter and the year in which each separate Act was passed is contained in the Index. The numbers which appear in brackets opposite to Acts referring to subsidies indicate the description of each subsidy under a corresponding number in the Report of the Minister of Railways and Canals for the year ended 30th June, 1897, Part III., pages 8 to 51. The Roman numbers refer to land subsidies in the same report, Part III., pages 55 to 59. The letter "D." before an Act in any case signifies that it is a Dominion Act, and entered in the first volume of the Statutes of that year. The division of the Statutes into two volumes applies to all years after 1874, and the Acts passed since that year, if private, will be found in the second volume.

Subsidies have been granted to a number of railway companies which are incorporated under Acts of the different Provincial Legislatures; the titles of all such railways which have earned the whole or any portion of the subsidies granted by the Dominion Parliament, or to which subsidies have been voted, or which have entered into contract, are included in the Index.

Many of the private Acts in the Statutes have expired, or become effete by non-user or other cause, but, as these are not in any case repealed by statutory enactment, no accurate information can be given in regard to them.

A supplementary index of Telegraph, Telephone and Cable Companies which have been incorporated in the years 1867 to 1897, inclusive, will be found on page 79.

A synopsis of Orders of the Governor-General in Council having Force of Law, which have been published in the *Canada Gazette*, affecting railways, will be found on pp. 82 to 90.

RAILWAY LEGISLATION

OF THE

DOMINION OF CANADA,

1867-1897.

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RAILWAY LEGISLATION.

BROCKVILLE, WESTPORT AND SAULT STE.
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Now CANADIAN PACIFIC RAILWAY.

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57-58	77	LAKE MEGANTIC RAILWAY CO., incorporated....	1894
47	80	LAKE NIPISSING AND JAMES' BAY RAILWAY CO., incorporated.....	1884
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51	80	" Time for construction again extended....	1888
52	81	" Conditions as to when construction may begin; name changed to Nipissing and James' Bay Railway Company.....	1889
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95	76	LAKE SUPERIOR AND MANITOBA RAILWAY CO., incorporated.....	1872
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49	10	(" 84) " for wharves, etc.....	1886
50-51	24	(" 119) " in lieu of Nos. 55 and 84.....	1887
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52	3	(" 169) " "	1889
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55-56	5	(" 278) " in lieu of Nos. 169 and 216.....	1892
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	59 24	" Time for completion extended.....	1896
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49	75	" Power to issue mortgage bonds or debenture stock, denomination and rank thereof ...	1886
50-51	79	" Power to construct branch line; issue of bonds ratified	1887
51	86	" Time for construction limited; as to issue of paid up stock.....	1888
53	78	" Limit of time for construction; power to issue debenture stock	1890
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52	60	MANITOBA AND SOUTH-EASTERN RAILWAY CO., incorporated	1889
53	77	" Line of Railway described, and certain powers conferred as to water lots, elevators, etc.	1890
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50-51	80	" Time for completion extended.....	1887
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49	79	MASKINONGE AND NIPISSING RAILWAY CO., incorporated.....	1886
51	82	" Time for construction extended.....	1888
52	3 (No. 170)	Subsidy Act.....	1889
53	2 (" 217)	" additional.....	1890
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50-51	24	(No. 106) Subsidy Act.....	1887
51	3	(" 137) " in lieu of No. 106	1888
52	3	(" 180) " additional.....	1889
49	86	MEDICINE HAT RAILWAY AND COAL CO., in- corporated	1886
54-55	79	" Charter revived and amended	1891
57-58	80	" Time for construction extended.....	1894
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50-51	24	(No. 101) Subsidy Act.....	1887
53	75	MONCTON AND PRINCE EDWARD ISLAND RAILWAY AND FERRY CO., incor- porated.....	1890
56	54	" Charter revived and amended	1893
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57-58	4	(" 373) " additional.....	1894
60-61	4	(" 411) "	1897
54-55	68	MONTREAL AND ATLANTIC RAILWAY CO., in-	
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		River ; and limiting issue of bonds	1891
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33	55	MONTREAL AND CHAMPLAIN JUNCTION RAIL-	
		WAY CO., incorporated	1870
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		limited.....	1878
42	59	Reviving powers under incorporation.....	1879
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49	10	(No. 74) Subsidy Act ..	1886
53	2	(" 212) " additional ..	1890
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36	82	MONTREAL NORTHERN COLONIZATION RAILWAY CO., power to extend line to connection with Canadian Pacific Railway, and to Sault Ste. Marie; also may bridge Riviere des Prairies	1873
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57-58	85	" Time for construction extended	1894
59	25	" Time for construction again extended	1896
50-51	24	(No. 97) Subsidy Act	1887
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59	28	" Power to issue preference stock and bonds,...	1896
38	70	MONTREAL, PORTLAND AND BOSTON RAILWAY CO., name of MONTREAL, CHAMBLEY AND SOREL RAILWAY CO. changed to	1875
40	58	" Time for completion extended ; application of Railway Act to	1877
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59	26	" Power to enter into agreement with another company ; authorizing issue of bonds ; and confirming sale of, to MONTREAL AND PROVINCE LINE RAILWAY CO.	1896
59	26	MONTREAL AND PROVINCE LINE RAILWAY CO., incorporated	1896
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53	67	" Confirming agreement with Canadian Pacific Railway for lease of	1890
55-56	49	" Time for construction extended	1892
46	25	(No. 12) Subsidy Act	1883
47	8	(" 28) " additional	1884
49	10	(" 78) " in lieu of No. 28	1886
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52	54	MOOSE JAW AND EDMONTON RAILWAY CO., incorporated.....	1889
53	60	MOUNT FOREST, MARKDALE AND MEAFORD RAILWAY CO., incorporated.....	1890

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56	56	NAKUSP AND SLOCAN RAILWAY CO., incorporated.....	1893
57-58	4	(No. 362) Subsidy Act.....	1894
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42	67	NAPANEE, TAMWORTH AND QUEBEC RAILWAY CO., incorporated.....	1879
47	62	" Authorizing construction of branch lines, and issue of bonds.....	1884
49	68	" Time extended for completion.....	1886
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50-51	24	(" 107) " additional	1887
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56	57	NELSON AND FORT SHEPPARD RAILWAY CO., incorporated.....	1893
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47	81	NIAGARA FRONTIER BRIDGE CO., incorporated...	1884
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56	58	" Charter revived and amended, and name changed to QUEBEC AND LABRADOR RAILWAY AND STEAMSHIP CO....	1893
34	45	NORTH GREY RAILWAY CO., confirming agreement for lease of to NORTHERN RAILWAY CO.....	1871
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46	67	NORTHERN AND PACIFIC JUNCTION RAILWAY CO., name of Northern, North-Western and Sault Ste. Marie Railway Company changed to.....	1883
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49	10	(" 67) " additional.....	1886

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52	4	(" XIII.) " "	1889
53	4	(" XXII.) " "	1890
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49	92	NORTHUMBERLAND STRAITS TUNNEL RAIL- WAY CO., incorporated	1886
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56	2	(" 307) " revote, unpaid balances.....	1893
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56	2	(" 298) " in lieu of No. 246	1893
52	61	ONTARIO, MANITOBA AND WESTERN RAILWAY CO., incorporated	1889

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47	57	" Railway bridge over St. Lawrence River may be constructed for general traffic ...	1884
48-49	19	" Time for construction extended; authority to sell branch lines	1885
50-51	58	" Time for construction again extended	1887
53	57	" Authority to convert bond issue; and as to time for completion	1890
55-56	52	" Time for construction again extended	1892
60-61	57	" May cancel trust deed; time for construction again extended; name changed to Ottawa and New York Railway	1897
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52	3	(" 150) "	1889
55-56	5	(" 288) " in lieu of No. 150.....	1892

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37	74	ONTARIO AND PACIFIC JUNCTION RAILWAY CO., incorporated	1874
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43	51	" Provision for sinking fund; and as to issue of preferential stock	1880
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34	48	ONTARIO AND QUEBEC RAILWAY CO., incorporated.....	1871
44	44	" Incorporated and re-organized	1881
46	58	" Junction with Credit Valley Railway authorized; traffic arrangements and running powers; may issue debenture stock instead of bonds.....	1883
47	54	" Confirming lease of, to Canadian Pacific Railway	1884

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50	51	62 " Authority to lease part of West Ontario Pacific Railway	1887
51	53	" Authority to build Don Branch, and time for construction extended.....	1888
52	74	" Exchange of land with Land Security Company ratified	1889
53	2	(No. 189) Subsidy Act (West Ontario Pacific Railway) Leased to CANADIAN PACIFIC RAILWAY.	1890
54-55	82	ONTARIO AND RAINY RIVER RAILWAY CO., declaring under legislative authority of Canada ; may issue debentures : and confirming agreements with Port Arthur, Duluth and Western Railway	1891
60-61	4	(No. 390) Subsidy Act..... See PORT ARTHUR, DULUTH AND WESTERN RAILWAY.	1897
50-51	61	ONTARIO AND SAULT STE. MARIE RAILWAY CO., confirming agreement with Canadian Pacific Railway as to right of way ; limiting time for completion ; and as to bridge over Ste. Marie River.....	1887
54-55	98	OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO., amalgamation with Ottawa and Parry Sound Railway, and Ottawa, Arnprior and Renfrew Railway under above name.....	1891
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60	8	" Amalgamation with Parry Sound Colonization Railway, and agreement with, confirmed ; general powers conferred.....	1896
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57-58	86	OTTAWA ELECTRIC RAILWAY CO., confirming agreement with Ottawa City Passenger Railway Company and City of Ottawa....	1894
57-58	87	OTTAWA AND GATINEAU RAILWAY CO., name of Ottawa and Gatineau Valley Railway changed to.....	1894
60-61	58	" Time for completion of railway extended.....	1897
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57-58	87	Consolidation of Acts; name changed to Ot- tawa and Gatineau Railway; agreement with Pontiac, Pacific Railway as to con- struction of bridge from Hull to Ottawa confirmed.....	1894
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60-61	57	OTTAWA AND NEW YORK RAILWAY CO., name of ONTARIO PACIFIC RAILWAY CO. changed to	1897
60-61	4	(No. 375) Subsidy Act	1897
51	65	OTTAWA AND PARRY SOUND RAILWAY CO., incorporated	1888
54-55	98	" Name changed to OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO.	1891
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55-56	54	OTTAWA VALLEY RAILWAY CO., incorporated...	1892
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45	77	OTTAWA, WADDINGTON AND NEW YORK RAILWAY AND BRIDGE CO., incorporated ...	1882
47	58	" Power to issue bonds and preference stock; time for commencement and completion limited	1884
55-56	55	" Charter revived, and time for construction extended	1892
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54-55	100	SALISBURY AND HARVEY RAILWAY CO., con- firming letters patent of New Bruns- wick ; also corporate powers ; may issue bonds.....	1891
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46	71	SASKATCHEWAN AND NORTH-WESTERN RAIL- WAY Co., incorporated.....	1883
45	81	SASKATCHEWAN AND PEACE RIVER RAILWAY CO., incorporated	1882
52	56	SASKATCHEWAN RAILWAY AND MINING CO., incorporated.....	1889
53	88	" Time for commencement extended.....	1890
54-55	78	" " for completion extended.....	1891

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47	85	SASKATOON AND NORTHERN RAILWAY CO., incorporated.....	1884
45	89	SAULT STE. MARIE BRIDGE CO., incorporated...	1882
48-49	24	" Time for construction extended..	1885
53	64	SAULT STE. MARIE AND HUDSON'S BAY RAILWAY CO., incorporated	1890
34	50	SAULT ST. MARY RAILWAY AND BRIDGE CO., incorporated	1871
35	86	" Power to unite with or accept assistance from other companies	1872
59	34	SCHOMBURG AND AURORA RAILWAY CO., incorporated	1896
60-61	4	(No. 386) Subsidy Act.....	1897
53	94	SHORE LINE RAILWAY BRIDGE CO., incorporated	1890
58-59	63	SHORE LINE RAILWAY CO., declaring to be within legislative authority of Canada ; general corporate powers ; time for construction limited	1895
49	82	SHUSWAP AND OKANAGAN RAILWAY CO., incorporated	1886
51	88	" Power to issue bonds ; time for construction extended	1888
54-55	72	" Agreement with Canadian Pacific Railway confirmed.....	1891
52	3	(No. 167) Subsidy Act.....	1889
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43	58	SOURIS AND ROCKY MOUNTAIN RAILWAY CO., incorporated	1880
44	47	" Powers as to issue of bonds and preferential stock, and as to conveyance of lands...	1881
45	79	" Describing lines of railway to be constructed; power to bridge navigable waters'	1882
47	72	" Name changed to North-West Central Railway	1884
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50-51	86	SOUTH NORFOLK RAILWAY CO., incorporated ...	1887
51	57	Authorizing sale of railway to Grand Trunk, Georgian Bay and Lake Erie Railway Company.....	1888
50-51	24	(No. 109) Subsidy Act	1887
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50-51	85	SOUTH ONTARIO PACIFIC RAILWAY CO., in- corporated	1887
52	70	" Time for completion extended	1889
54-55	92	" Authority to extend lines, and time for com- pletion further extended	1891
59	35	" Time for construction further extended	1896
52	3	(No. 172) Subsidy Act.....	1889
54-55	8	(" 236) " in lieu of No. 172	1891
43	56	SOUTH SASKATCHEWAN VALLEY RAILWAY CO., incorporated	1880
45	82	" Power to bridge navigable waters; time for commencement extended	1882
47		" Time for commencing again extended.....	1884
54-55	17	" " " " "	1885
58-59	64	SOUTH SHORE RAILWAY CO., declaring to be under legislative authority of Canada; general corporate powers granted.....	1895
57-58	4	(No. 365) Subsidy Act.....	1894
60	10	SOUTH SHORE RAILWAY CO. (Que.), declaring to be under legislative authority of Canada; issue of bonds limited; line of railway described	1896
59	36	SOUTH SHORE SUBURBAN RAILWAY CO., in- corporated	1896
51	52	SOUTH-WESTERN RAILWAY CO. (Que.), incor- porated.....	1888
54-55	83	" Time for completion extended.....	1891
59	37	" Confirming agreement for leasing to the ST. LAWRENCE AND ADIRONDACK RAILWAY.....	1896

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40	86	SPRINGHILL AND PARRSBORO COAL AND RAILWAY CO., declaring to be within legislative jurisdiction of Canada.....	1877
47	77	" Confirming winding up and sale of, to the CUMBERLAND COAL AND RAILWAY CO.....	1884
51	54	STANSTEAD, SHEFFORD AND CHAMBLY RAILWAY CO., general corporate powers granted, and authority to sell or lease to another company.....	1888
51	55	" Section 12 of above Act amended..... Operated by CENTRAL VERMONT RAILROAD.	1888
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51	3	(No. 147) Subsidy Act, rails.....	1888
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49	10	(No. 87) Subsidy Act.....	1886
52	3	(" 155) "	1889
53	2	(" 223) " in lieu of No. 87... ..	1890
55-56	5	(" 254) " " of No. 223	1892
55-56	5	(" 258) " " of No. 223	1892
57-58	4	(" 336) " " of No. 258	1894
50-51	60	ST. CATHARINES AND NIAGARA CENTRAL RAILWAY CO., authority to build branch line to Fort Credit.....	1887
51	78	" Declaring to be subject to legislative authority of Canada; time extended for construction of line	1888
51	79	" Section 8 of above Act amended	1888
53	54	" Time for construction extended	1890
54-55	87	" Limit of bond issue extended; authority to enter into agreement with another company	1891
55-56	58	" Time for construction extended.....	1892
57-58	92	" Time for construction extended	1894
58-59	61	" Time for construction extended, name changed to Niagara, Hamilton and Pacific Railway Company	1895
60	9	" Authority to issue preference bonds; time for completion extended	1896

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50-51	24	(No. 96) Subsidy Act.....	1887
52	3	(" 176) " additional	1889
53	2	(" 190) "	1890
55-56	5	(" 265) " in lieu of Nos. 176 and 190.....	1892
57-58	4	(" 319) " additional	1894
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47	82	ST. CLAIR FRONTIER TUNNEL CO., incorporated...	1884
52	3	(No. 162) Subsidy Act.....	1889
Controlled by GRAND TRUNK RAILWAY.			
51	94	ST. CLAIR RAILWAY, BRIDGE AND TUNNEL CO., time for construction extended.....	1888
60-61	70	" Time for construction extended.....	1897
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33	54	ST. FRANCIS AND MEGANTIC INTERNATIONAL RAILWAY CO., incorporated.....	1870
35	71	" Authoriz. g increase of capital.....	1872
36	85	" Power to connect with other railways or to lease road; also to issue bonds; certain contracts with other railways ratified...	1873
37	72	" Action with respect to bonds confirmed.....	1874
40	59	" Name changed; issue of bonds limited.....	1877
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ST. GABRIEL DE BRANDON AND STE. EMELIE DE L'ENERGIE RAILWAY CO. (Que.)			
60-61	4	(No. 381) Subsidy Act.....	1897
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49	85	ST. GABRIEL LEVEE AND RAILWAY CO., incor- porated.....	1886
50-51	72	" Charter revived and amended	1887
52	83	" " again revived and amended.....	1889
ST. JOHN BRIDGE AND RAILWAY EXTENSION CO. (N.B.)			
46	26	(No. 17) Subsidy Act.....	1883
55-56	59	ST. JOHN AND MAINE RAILWAY CO., modifica- tion of lease to New Brunswick Railway Company confirmed by 47 Vic. chap. 75	1892
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58-59	74	ST. JOHN RIVER BRIDGE CO., incorporated	YEAR 1895
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ST. JOHN VALLEY AND RIVIERE DU LOUP
RAILWAY CO.

50-51	24	(No. 118) Subsidy Act.....	1887
53	2	(" 225) " in lieu of No. 118	1890
55-56	5	(" 274) " additional.....	1892

51 64 ST. LAWRENCE AND ADIRONDACK RAILWAY

		CO., incorporated ..	1888
52	72	" Time for construction extended.....	1889
56	60	" May enter into agreement with another com- pany.....	1893
57-58	93	" Authority to enter into agreements with cer- tain other companies	1894
58-59	62	" Power to issue bonds, and limit thereof	1895
59	18	" Confirming agreement with Grand Trunk Railway for lease of line between Beau- harnois and Valleyfield (schedule).....	1896
59	32	" Confirming agreements with Malone and St. Lawrence Railway (schedule) and with the Grand Trunk Railway.....	1896
59	37	" Confirming agreement and amalgamation with South-Western Railway Company (schedule)	1896
60-61	62	" Issue of bonds confirmed	1897
53	2	(No. 218) Subsidy Act.....	1890
55-56	5	(" 293) " additional.....	1892
60-61	4	(" 394) " "	1897

Operated by NEW YORK CENTRAL RAILROAD.

49	78	ST. LAWRENCE AND ATLANTIC JUNCTION RAILWAY CO., incorporated	1886
52	72	" Time for construction extended... ..	1889

35	90	ST. LAWRENCE INTERNATIONAL BRIDGE CO., incorporated	1872
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ST. LAWRENCE AND LOWER LAURENTIAN AND
SAGUENAY RAILWAY CO.

47	8	(No. 38) Subsidy Act.....	1884
48-49	59	(" 59) " in lieu of No. 38.....	1885
50-51	24	(" 117) " in lieu of No. 59.....	1887
54-55	8	(" 234) " revote, unpaid balance of No. 117	1891

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99	47	" Amending corporate powers; authorizing issue of mortgage bonds, and creation of debenture stock.....	1876
47	76	" As to rights of bondholders	1884
59	33	" Application of proceeds of sales of lands	1896
		Leased to CANADIAN PACIFIC RAILWAY.	
40	62	ST. LAWRENCE AND PACIFIC RAILWAY FERRY CO., incorporated	1877
		ST. LOUIS, RICHIBUCTO AND BUCTOUCHE RAILWAY CO. (N.B.)	
47	8	(No. 35) Subsidy Act.....	1884
50-51	75	ST. MARTINS AND UPHAM RAILWAY CO., au- thorizing sale of railway; certain rights reserved	1887
		See CENTRAL RAILWAY COMPANY OF N. B.	
		STRATHROY AND WESTERN COUNTIES RAIL- WAY CO. (Ont.)	
57-58	4	(No. 341) Subsidy Act.....	1894
60-61	4	(" 391) "	1897
		ST. STEPHEN AND MILLTOWN RAILWAY CO. (N.B.)	
58	2	(No. 202) Subsidy Act	1890
56	2	(" 303) " in lieu of No. 202.....	1893
60-61	4	(" 398) " additional.....	1897

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50-51	90	TEESWATER AND INVERHURON RAILWAY CO., incorporated	1887
50-51	71	TEMUSCOUATA RAILWAY CO., charter confirmed as set out in schedule to this Act.....	1887
56	61	Authorizing issue of bonds, arrangements with other companies; and time extend- ed for construction.....	1893

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TEMISCOUATA RAILWAY Co.— <i>Continued.</i>			
58-59	65	" Authorizing extension from Edmundston to the I. C. R.; time for construction limited; issue of bonds to apply to extension	1895
60-61	63	" Time for construction of extension extended; may lease or acquire running powers over the Central Railway	1897
45	14	(No. 3) Subsidy Act	1882
48-49	58	(" 62) " additional	1885
50-51	24	(" 127) " "	1887
51	3	(" 141) " in lieu of No. 127	1888
53	2	(" 226) " additional	1890
55-56	5	(" 279) " revote of portion of No. 226	1892
51	75	THOUSAND ISLANDS RAILWAY COMPANY, declaring to be under legislative authority of Canada; general corporate powers; amalgamation with Gananoque, Perth and James' Bay Railway	1888
59	38	" Time for construction extended	1896
52	3	(No. 182) Subsidy Act	1889
55-56	5	(" 269) " revote, unpaid balance of No. 182	1892
52	64	THREE RIVERS AND WESTERN RAILWAY CO., incorporated	1889
35	81	THUNDER BAY SILVER MINES RAILWAY CO., incorporated	1872
THUNDER BAY COLONIZATION RAILWAY CO. (Ont.)			
48-49	59	(No. 52) Subsidy Act	1885
49	10	(" 70) " additional	1886
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53	56	TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY CO., incorporated	1890
55-56	5	(No. 280) Subsidy Act	1892
57-58	4	(" 317) " in lieu of No. 280	1894
60-61	4	(" 387) " additional	1897

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55-56	60	" Confirming lease of, to Canadian Pacific Railway (schedule).....	1892
50-51	24	(No. 130) Subsidy Act.....	1887
53	2	(" 227) " additional	1890
54-55	8	(" 238) " in lieu of No. 130.....	1891
55-56	5	(" 244) " additional	1892
57-58	4	(" 354) "	1894

Leased to CANADIAN PACIFIC RAILWAY.

55-56	61	TORONTO CITY OF, and Grand Trunk and Canadian Pacific Railways, agreement between (schedule) ..	1892
56	48	" Confirming agreement in 55-56 Vic. cap. 61.	1893
47	66	TORONTO, GREY AND BRUCE RAILWAY CO., powers as to issue of bonds and first mortgage bonds; declaring subject to authority of Canada ...	1884
49	10	(No. 75) Subsidy Act...	1886

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54-55	86	TORONTO, HAMILTON AND BUFFALO RAILWAY CO., declaring subject to legislative authority of Canada; general corporate powers	1891
56	62	" Confirming by-laws of Brantford and Hamilton respecting,—schedules " A " and " B "; amalgamation with Brantford, Waterloo and Lake Erie Railway.....	1893
58-59	66	" By-law 755 of City of Hamilton ratified; time for construction extended; and as to security for debts incurred (schedule)...	1895
59	39	" As to application of money deposited in trust for debts; and disposal of debentures...	1896

Operated by MICHIGAN CENTRAL RAILROAD.

34	45	TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY CO., confirming agreement for lease of, to Northern Railway Company (schedule)	1871
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58-59	67	TRAIL CREEK AND COLUMBIA RAILWAY CO., incorporated.....	1895
60-61	64	" As to issue of bonds ; time for construction limited	1897
58-59	68	TRANS-CANADIAN RAILWAY CO., incorporated...	1895
60-61	65	" Time extended for completion ; name changed to " Trans-Canada Railway Company."	1897
60-61	65	TRANS-CANADA RAILWAY CO., name of Trans- Canadian Railway Company changed to	1897
40	46	TRURO AND PICTOU RAILWAY CO., transfer of, to a Company	1877
42	12	" D. Transfer Act amended	1879

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36	16	UNION FORWARDING AND RAILWAY CO., author- ity to increase capital.....	1873
40	66	" Authorizing reduction of capital.....	1877
52	63	UNION RAILWAY CO., incorporated.....	1889
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55-56	5	(No. 260) Subsidy Act.....	1892
56	2	(" 297) " in lieu of No. 260.....	1893
57-58	4	(" 314) " additional.....	1894
60-61	4	(" 393) "	1897
50-51	95	UPPER COLUMBIA RAILWAY CO., incorporated...	1887

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34	46	VAUDREUIL RAILWAY CO., confirming incorpora- tion by 16 Vic. cap. 134 ; as to issue of bonds ; name changed to Ottawa, Vau- dreuil and Montreal Railway Company.	1871
47	81	VAUDREUIL AND PRESCOTT RAILWAY CO., incorporated.....	1884
53	58	" Name changed to Montreal and Ottawa Railway	1890
50-51	24	(No. 97) Subsidy Act	1887
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52	48	VICTORIA, SAANICH AND NEW WESTMINSTER RAILWAY CO., incorporated	1889
54-55	75	" Corporate powers revived.....	1891
49	80	VICTORIA AND SAULT STE. MARIE JUNCTION RAILWAY CO., incorporated.....	1886
53	53	" Time for construction extended	1890

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53	2	WATERLOO JUNCTION RAILWAY CO. (No. 187) Subsidy Act.....	1890
		Operated by GRAND TRUNK RAILWAY.	
50-51	68	WATERLOO AND MAGOG RAILWAY CO., change of location authorized.....	1887
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42	60	WELLAND RAILWAY CO., authority to convert bonds into stock, and provisions govern- ing	1879
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50-51	77	WESTERN COUNTIES RAILWAY CO., declaring subject to legislative authority of Can- ada; power to issue debenture stock or preference shares	1887
56	63	" Name changed to Yarmouth and Annapolis Railway Company; confirming agree- ment for sale of, to Syndicate (schedule).	1893
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51	69	WESTERN ONTARIO RAILWAY CO., incorporated	1888

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48-49	87	WEST ONTARIO PACIFIC RAILWAY CO., incor- porated.....	1885
49	70	" Authority to construct branch line ; powers as to mortgage bonds.....	1886
49	10	(No. 66) Subsidy Act.....	1886
53	2	(" 189) " in lieu of above	1890
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57-58	69	WINDSOR AND ANNAPOLIS RAILWAY CO., name changed to Dominion Atlantic Railway.	1894
58-59	69	" Sale of railway authorized.....	1895
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55-56	62	WINNIPEG AND ATLANTIC RAILWAY CO., in- corporated	1892
57-58	94	WINNIPEG GREAT NORTHERN RAILWAY CO., name of Winnipeg and Hudson Bay Railway changed to	1894
58-59	8	" D. Special subsidy, and authority to transfer portion of, to Lake Manitoba Railway and Canal Company	1895
59	40	" Time for construction extended.....	1896
50-51	81	WINNIPEG AND HUDSON BAY RAILWAY CO., name of Winnipeg and Hudson's Bay Railway and Steamship Company changed to ; incorporation continued... ..	1887
53	80	" Time for completion extended	1890
54-55	81	" Special subsidy granted of \$80,000 per annum for twenty years.....	1891
57-58	94	" Time for construction extended ; name changed to Winnipeg Great Northern Railway	1894

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47	70	" Charter continued; time for construction extended; power to issue bonds, etc.....	1884
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50-51	81	" Corporate powers continued, and name changed to Winnipeg and Hudson Bay Railway...	1887
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48	49	89 WINNIPEG AND PRINCE ALBERT RAILWAY CO., incorporated	1885
49	84	WINNIPEG AND NORTH PACIFIC RAILWAY CO., incorporated ...	1886
52	68	" Time for construction extended.....	1889
57-58	95	WOLSELEY AND FORT QU'APPELLE RAILWAY CO., incorporated	1894
46	74	WOOD MOUNTAIN AND QU'APPELLE RAILWAY CO., incorporated	1883
48-49	16	" New line of railway approved; as to lands acquired and bond issue; time for construction extended.....	1885
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51	87	" Time for construction extended.....	1888
52	66	" New line of railway approved; time for completion limited.....	1889
53	83	" Time for completion again extended.....	1890
55-56	63	" Time for construction extended; may enter into agreement with another Company...	1892
57-58	96	" Time for construction again extended.....	1894
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53	2	(" 203) " additional.....	1890
55-56	5	(" 266) " in lieu of No. 131	1892
55-56	5	(" 281) " in lieu of No. 203.....	1892
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45	53	YELLOW HEAD PASS, Government may dispense Canadian Pacific Railway Company from using	1882
60-61	91	YUKON MINING AND TRANSPORTATION CO., confirming incorporation by British Columbia Legislature, and general cor- porate powers conferred.....	1897



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44	25	Act respecting operation of Government Railways.....	1881
		RIVER ST. CLAIR RAILWAY, BRIDGE AND TUNNEL CO.	
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TELEGRAPH, TELEPHONE AND CABLE COMPANIES.

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56	73	AUTOMATIC TELEPHONE AND ELECTRIC COMPANY OF CANADA, incorporated.....	1893
44	83	ASIA, Marine Telegraph to, providing for incorporation of a Company .	1881
45	54	" Authority to issue Letters Patent to a Company extended.....	1882
43	67	BELL TELEPHONE COMPANY OF CANADA, incorporated	1880
45	95	" Powers to manufacture instruments; to issue bonds and to extend lines	1882
47	88	" Authority to increase capital stock	1884
55-56	67	" As to increase of capital stock, and limit of bond issue.....	1892
57-58	108	" Limitation of bond issue.....	1894
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36	96	CANADA ATLANTIC CABLE CO., incorporated.....	1873
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53	98	CANADA CABLE CO., incorporated	1890
45	94	CANADA MUTUAL TELEGRAPH CO., incorporated	1882
52-83	63	CANADIAN AND EUROPEAN TELEGRAPH CO., incorporated.....	1869
35	96	" Time for commencement and completion extended	1872
37	83	CANADIAN AND GREAT NORTHERN TELEGRAPH CO., incorporated	1874
46	79	CANADIAN RAPID TELEGRAPH CO., incorporated	1883
37	84	CENTRAL CANADA TELEGRAPH CO., incorporated.....	1874

REIGN.	CHAP.		YEAR
60	14	COLUMBIA TELEPHONE AND TELEGRAPH CO., incorporated.....	1896
47	87	COMMERCIAL CABLE CO., incorporated.....	1884
43	65	COMPAGNIE (LA) FRANCAISE DU TELE- GRAPHIE DE PARIS A NEW YORK, certain powers granted to	1880
34	52	DOMINION TELEGRAPH CO., incorporated	1871
37	33	" Time for commencing and completing ex- tended	1874
42	68	" Powers extended to all parts of Dominion ...	1879
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44	50	EUROPEAN, AMERICAN, CANADIAN, AND ASIATIC CABLE CO. (Limited), incor- porated.....	1881
46	78	" Rights and liabilities continued; section 3 amended, and name changed to "The American, British and Continental Ca- ble Co. (Limited)	1883
48-49	92	FORT MACLEOD RANCH TELEGRAPH CO., in- corporated	1885
43	66	GREAT NORTH-WESTERN TELEGRAPH CO. OF CANADA, incorporated	1880
35	95	MONTREAL TELEGRAPH CO., corporate powers extended to whole Dominion; capital stock increased.....	1872
36	95	" Powers extended as in above Act	1873
43	64	" Power to enter into arrangements with other companies; and as to wires underground and telephone wires	1880
45	93	" Acts consolidated and powers enlarged	1882
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44	46	TELEGRAPH OPERATORS ON GOVERNMENT LINES, declaration as to secrecy.....	1881
35	97	THUNDER BAY SILVER MINES TELEGRAPH CO., incorporated	1872
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NOTE.—No legislation respecting Telegraph Companies in the years 1887, 1889 or 1891.

ORDERS OF THE GOVERNOR-GENERAL IN COUNCIL HAVING FORCE OF LAW.

VICTORIA		YEAR
88	O. C., November 6th, 1874, INTERCOLONIAL RAIL- WAY, regulations respecting freight, and general classification per car load for specified articles	1875
(LXXXVII.)		
40	O. C., October 7th, 1876, INTERCOLONIAL RAIL- WAY, freight tariff from Halifax and St. John to Stations as far north as Campbellton.	
(CXXIII.)	<i>Vide Canada Gazette</i> , Vol. 10, p. 488	1877
40	O. C., CANADIAN PACIFIC RAILWAY, land reserve, Battle River to Jasper House.	
(LXVI.)	<i>Vide Canada Gazette</i> , Vol. 9, p. 1538	1877
42	O. C., CANADIAN PACIFIC RAILWAY, preservation of peace on.	
(LXI.)	<i>Vide Canada Gazette</i> , Vol. 12, p. 704	1879
42	O. C., BROCKVILLE and OTTAWA and CANADA CENTRAL RAILWAYS, amalgama- tion of.	
(CX.)	<i>Vide Canada Gazette</i> , May 18th, 1879.	
42	O. C., February 11th, 1879, INTERNATIONAL RAIL- WAY, local passenger tariff	1879
(XCVII.)		
42	O. C., COTEAU AND PROVINCE LINE RAILWAY and MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY COMPANY, amalgamation of.	
(CX.)	<i>Vide Canada Gazette</i> , June 28th, 1879.....	1879
48	O. C., ONTARIO AND PACIFIC JUNCTION RAIL- WAY COMPANY, power to acquire lands to connect with railway system of Canada.	
(CXLIV.)	<i>Vide Canada Gazette</i> , Vol. 13, p. 806	1880
48	O. C., CANADIAN PACIFIC RAILWAY, regulations for disposal of lands for, and issue of scrip.	
(LXXVIII.)	<i>Vide Canada Gazette</i> , Vol. 13, p. 781	1880

ORDERS OF THE GOVERNOR-GENERAL IN COUNCIL.

83

VICTORIA.		YEAR.
44	CANADIAN PACIFIC RAILWAY COMPANY, capital \$25,000,000; incorporated on the 16th day of February, 1881	1881
(XXXVII.)		
44	O. C., June 19th, 1880, repealing 7th section of O. C. of 24th October, 1879, CANADIAN PACIFIC RAILWAY, respecting lands, regulations as to scrip.	
(XVIII.)	<i>Vide Canada Gazette</i> , Vol. XIV., p. 88....	1881
45	O. C., July 26th, 1881, INTERCOLONIAL RAILWAY, certain works on, exempted under 44 Vic. cap. 25.	
(CXXI.)	<i>Vide Canada Gazette</i> , Vol. 15, p. 199.....	1882
45	CANADIAN PACIFIC RAILWAY CO., O.C., April 27th, 1881, allowance for iron bridges...	1882
(XXX.)	" Certain works on, exempted under 44 Vic. cap. 24.....	1882
(CXXIII.)	" Tariff of tolls on, O. C., April 29th, 1881....	1882
(CXIX.)	" Allowance of bounty on fish plates etc., made in Canada.....	1882
(XXXVII.)	" Act for preservation of peace.....	1882
(CXIII.)	<i>Vide Canada Gazette</i> , Vol. 15, pp. 1814 and 1811.....	1882
45	O. C., WINNIPEG SOUTH EASTERN RAILWAY CO., Act of Manitoba incorporating disallowed.	
(XXII.)	<i>Vide Canada Gazette</i> , Vol. 15, p. 978	1882
45	O. C., April 29th, 1881, CANADIAN PACIFIC RAILWAY, approving tariff of tolls for freight and passengers	1882
(CXIX.)	O. C., Clifton Suspension Bridge Company (43).	
46	O. C., May 28th, 1883, CANADIAN PACIFIC RAILWAY CO., approving By-law No. 56, establishing freight tolls on division west of Prince Arthur's Landing.....	1883
(CXXI.)	Proclamation for the preservation of peace in the vicinity of the CANADIAN PACIFIC RAILWAY.	
46	<i>Vide Canada Gazette</i> , Vol. XVI., p. 744....	1883
(LXV.)		

VICTORIA.		YEAR
46	Proclamation declaring in force "An Act respecting the PORTAGE, WESTBOURNE AND NORTH-WESTERN RAILWAY CO."	
(XXXIX.)	<i>Vide Canada Gazette</i> , Vol. 16, p. 498....	1883
46	Regulations respecting transporting, manifesting and reporting dutiable goods by RAILWAY in or through Canada, to take effect May 1st, 1883.....	1883
(XLV.)		
47	Proclamation respecting rescinding of O. C. of July 5th, 1882, by O. C. of November 29th, 1883, and declaring certain lands in CANADIAN PACIFIC RAILWAY belt re-opened for homestead and pre-emption entries.	
(68)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 860...	1884
47	O. C., April 12th, 1884, declaring incorporation of "THE ESQUIMALT AND NANAIMO RAILWAY CO."	
(117)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1648.	1884
47	O. C., December 19th, 1883, approving passenger and freight tariffs of MANITOBA AND NORTH-WESTERN RAILWAY CO.	
(116)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1000.	1884
48-49	CANADIAN PACIFIC RAILWAY, preservation of peace on certain sections.	
(CVII.)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1804...	1885
(CVII.)	" Preservation of peace, etc.	
(CVIII.)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1953	1885
(CVIII.)	" Preservation of peace, etc.	
(CIX.)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1918	1885
(CIX.)	" Preservation of peace, etc.	
(CIX.)	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 424	1885
(CIX.)	" Preservation of peace, etc.	
(CX.)	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 484	1885
(CX.)	" Preservation of peace, etc.	
48-49	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 1532	1885
(CXLC.)	" By-law No. 50, establishing passenger and freight tariffs, was approved.	
(CXLC.)	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 239	1885

VICTORIA.		YEAR
48-49	O. C., May 21st, 1885, By-law No. 31 of ONTARIO AND QUEBEC RAILWAY CO. was approved	1885
(CXLV.)		
48-49	By O. C., May 5th, 1884, Rule 45 of GOVERNMENT RAILWAYS OF CANADA, approved by O. C. of August 15th, 1876, was rescinded and new rule adopted; and also Rule 58½, governing rules 48 to 58, was adopted.	
(CXLIV.)		
	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1959	1885
49	O. C., July 23rd, 1885, CANADIAN PACIFIC RAILWAY, By-law No. 50 amended to authorize charge of ten cents for each ticket purchased on Company's trains.	
(LXXXI.)		
	<i>Vide Canada Gazette</i> , Vol. XIX., p. 486...	1886
49	O. C., October 6th, 1885, TEMISCOUATA RAILWAY, authorizing construction of, by Company.	
	<i>Vide Canada Gazette</i> , Vol. XIX., p. 501...	1886
48-49	O. C., May 5th, 1884, rule 45 of the Rules and Regulations of GOVERNMENT RAILWAYS, approved by O. C. of August 15th, 1876, was rescinded and rule substituted requiring payment of ten cents each additional on tickets purchased on trains, and adding Rule No. 58½ imposing penalties for infractions of Rules 45 to 58, inclusive.	
(CXLIV.)		
	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1959	1886
48-49	O. C., January 10th, 1885, CANADIAN PACIFIC RAILWAY, approving By-law No. 50—Passenger Tariff.	
(CXLV.)		
	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 1239	1886
48-49	O. C., May 21st, 1885, ONTARIO AND QUEBEC RAILWAY (leased to Canadian Pacific Railway), approving By-law No. 31 establishing maximum rate for carriage of passengers, and authorizing charge of ten cents per mile on tickets purchased on trains; also maximum mileage tariff of freight rates and tolls on lines and extensions.	
(CXLV.)		
	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 1893	1886

VICTORIA.	YEAR
50-51 (CLXXXV.)	O. C., August 3rd, 1883, approving local passenger tariff of NEW BRUNSWICK RAILWAY (leased to Canadian Pacific Railway), in effect January 1st, 1884. <i>Vide Canada Gazette</i> , Vol. XX., p. 242... 1887
50-51 (CXCHL.)	O. C., July 20th, 1886, granting charter to LAKE TEMISCAMINGUE COLONIZATION RAILWAY CO. for the construction of wharves and landing stages. <i>Vide Canada Gazette</i> , Vol. XX., p. 894... 1887
50-51 (CC.)	O. C., July 22nd, 1886, land grants on certain conditions to the GREAT NORTH-WEST CENTRAL RAILWAY CO. <i>Vide Canada Gazette</i> , Vol. XX., p. 897... 1887
50-51 (CCX.)	O. C., August 3rd, 1886, authorizing the GREAT NORTH-WEST CENTRAL RAILWAY CO. to issue bonds to amount of \$25,000 per mile. <i>Vide Canada Gazette</i> , Vol. XX., p. 897... 1887
50-51 (CCXI.)	O. C., May 21st, 1887, approving rates of PRINCE EDWARD ISLAND RAILWAY per 100 lbs. for goods under general classification, and per car load for special articles. <i>Vide Canada Gazette</i> , Vol. XX., p. 242... 1887
51 (CCIV.)	Proclamation, July 5th, 1888, confirming Act passed by Legislature of Quebec to amend Charter of the QUEBEC CENTRAL RAILWAY CO. <i>Vide Canada Gazette</i> , Vol. XXII., p. 102 1888
52 (CIII.)	O. C., O. C., February 25th, 1889, INTERCOLONIAL RAILWAY, establishing tolls for carriage of freight in accordance with maximum freight tariff based on CANADIAN JOINT FREIGHT CLASSIFICATION, dated March 1st, 1888, and November 1st, 1888; also for storage and side and top wharfage in connection with said Railway. <i>Vide Canada Gazette</i> , Vol. XXII., p. 1671 1889

VICTORIA.

52

Proclamation, December 5th, 1888, declaring that Governor-General in Council was satisfied that no objection exists to constructing low level bridge across St. Lawrence River at point mentioned in 35 Vic. cap. 83, by CANADA ATLANTIC RAILWAY CO.

YEAR

(CHIL.)

Vide Canada Gazette, Vol. XXII., p. 928 1889

October 26th, 1889, General Regulations for GOVERNMENT RAILWAYS, O. C., August 16th, 1876.

52

CANADIAN JOINT FREIGHT CLASSIFICATION,

No. 6, taking effect April 15th, 1889 ... 1889

ADOPTED BY

Canadian Pacific Railway.	Michigan Central Railroad (Canada Division).
Canada Atlantic Railway.	Niagara Central Railway.
Central Ontario Railway.	Pontiac Pacific Junction Railway.
Central Vermont Railroad (in Canada).	Quebec Central Railway.
Cumberland Railway and Coal Co.	Quebec and Lake St. John Railway.
Erie and Huron Railway.	Bay of Quinte Railway and Nav. Co.
Grand Trunk Railway.	Napanee, Tamworth and Quebec Ry.
Intercolonial Railway (Through Canadian Traffic).	Thousand Islands Ry.
Kingston and Pembroke Railway.	Temiscouata Railway.
Lake Erie, Essex and Detroit River Ry.	
Manitoba and North-Western Ry.	

53

October 15th, 1889, Tariff of tolls for carriage of freight on PRINCE EDWARD ISLAND RAILWAY, with maximum general freight tariff.

(CXXXIII.)

Vide Canada Gazette, Vol. XXIII., p. 638 1889

52

CANADA ATLANTIC RAILWAY bridge over River St. Lawrence approved.

(CHIL.)

Vide Canada Gazette, Vol. XXII., p. 998 1889

52

O. C., June 15th, 1889, regulations governing draw-bridge of ATLANTIC AND NORTH WEST RAILWAY over Lachine Canal.

(CXVI.)

Vide Canada Gazette, Vol. XXII., p. 2387 1889

VICTORIA.		YEAR
53	CANADIAN JOINT FREIGHT CLASSIFICATION, Supplement No. 1 to Classification No. 6, of April 15th, 1889, to take effect August 12th, 1889.	
(CXXXIV.)	<i>Vide Canada Gazette</i> , Vol. XXIII., p. 1020	1890
53	O. C., October 15th, 1889, PRINCE EDWARD ISLAND RAILWAY, maximum freight tariff, governed by Canadian Joint Freight Classification of March 1st, 1888; also tariffs for side and top wharfage at railway wharves and for storage were established.	
(CXXIV.)	<i>Vide Canada Gazette</i> , Vol. XXIII., p. 1020	1890
53	O. C., November 29th, 1889, NORTH-WESTERN COAL and NAVIGATION CO., tariff of tolls and rates based on Canadian Joint Freight Classification, No. 5, of March 1st, 1888, were approved.	
(CXXXVIII.)	<i>Vide Canada Gazette</i> , Vol. XXIII., p. 1499	1890
53	O. C., April 24th, 1890, INTERCOLONIAL RAILWAY, amending freight tariff established February 25th, 1889, on agricultural products; stoves at O. R. reduced; cattle, horses and mules; furniture, certain articles of; molasses, small lots, reduced; lumber, confirming tariff of, February 23rd, 1880.	
(CXI.)	<i>Vide Canada Gazette</i> , Vol. XXIII., p. 2171	1890
54-55	O. C., December 31st, 1890, QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY and STEAMBOAT CO., By-laws of, passed July 20th, 1889, tariff of tolls No. 6, and on December 9th, 1890, No. 7 amending No. 6, were approved.	
(CXLV.)	<i>Vide Canada Gazette</i> , Vol. XXIV., p. 1208	1891
55-56	O. C., June 2nd, 1892, MANITOBA and NORTH-WESTERN RAILWAY CO., approving tariff of tolls under Canadian Joint Freight Classification.	
(C.)	<i>Vide Canada Gazette</i> , Vol. XXVI., p. 2....	1892

VICTORIA.
55-56

Proclamation, October 1st, 1891, CANADIAN JOINT
FREIGHT CLASSIFICATION No. 8,
authorized on above date to apply to
railway freight traffic to and from all
points within the Dominion of Canada.
(LXXIII.) *Vide Canada Gazette*, Vol. XXV., p. 580... 1892

CANADIAN JOINT FREIGHT CLASSIFICATION No. 8, 1st OCT., 1891.

ADOPTED BY

Brantford, Waterloo and Lake Erie Railway.	Manitoba and North-Western Railway.
Boston and Maine Railway (in Canada).	Michigan Central Railroad (Canada Division).
Brockville, Westport and Sault Ste. Marie Railway.	New Brunswick and Prince Edward Island Railway.
Buctouche and Moncton Railway.	Niagara Central Railway.
Canada Atlantic Railway.	Nova Scotia Central Railway.
Central Ontario Railway.	Northern Pacific and Manitoba Railway.
Central Vermont Railroad (in Canada).	Pontiac Pacific Junction Railway.
Cumberland Railway and Coal Company.	Prince Edward Island Railway.
Erie and Huron Railway.	Quebec Central Railway.
Grand Trunk Railway.	Quebec and Lake St. John Railway.
Intercolonial Railway.	Bay of Quinte Railway and Navigation Company.
Kingston and Pembroke Railway.	Thousand Islands Railway.
Kingston, Napanee and Western Railway.	Temiscouata Railway.
Lake Erie, Essex and Detroit River Railway.	Western Counties Railway.
Maine Central Railway (in Canada).	Windsor and Annapolis Railway.

57-58

Proclamation, July 5th, 1893, under clause 226 of
"The Railway Act," 51 Vic. cap. 29, an
amended classification of freight, No. 9,
approved, to be substituted for CANA-
DIAN JOINT FREIGHT CLASSIFI-
CATION No. 8, to be applicable to rail-
way freight to and from all points within
the Dominion of Canada.
(CLXII.) *Vide Canada Gazette*, Vol. XXVII., p. 198. 1894

57-58

TOEIQUE VALLEY RAILWAY CO., confirming Acts
of Legislature of New Brunswick, 48 Vic.
cap 51, and 50 Vic. cap. 16, Proclamation
May 19th, 1893.
(CLXII.) *Vide Canada Gazette*, XXVI., p. 2122..... 1894

VICTORIA.

YEAR

60 61	O. C., July 8th, 1896, approving By-laws adopted by the CANADA ATLANTIC RAILWAY CO., and the OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO., and O. C. dated October 24th, 1894, approving of certain By-laws of the said companies, was cancelled.	
(XCIII.)	<i>Vide Canada Gazette</i> , Vol. XXX., p. 296..	1897
60-61	O. C., April 17th, 1897, under section 223 of "The Railway Act," a By-law of the CUMBERLAND RAILWAY AND COAL CO., adopted February 10th, 1898, authorizing directors to fix tolls, and a resolution of the directors dated March 29th, 1897, fixing the tolls to be collected by the said railway for the transport of passengers and goods, were approved.	
(XCIII.)	<i>Vide Canada Gazette</i> , Vol. XXX., p. 2220	1897
60-61	O. C., May 7th, 1895, under the provisions of the "Railway Act," By-Law No. 5, a freight tariff of the TEMISCOUATA RAILWAY CO., adopted by the said Company at their annual meeting held on December 8rd, 1889, was approved.	
(XCIII.)	<i>Vide Canada Gazette</i> , Vol. XXX., p. 2286.	1897
	O. C., May 17th, 1897, approving Freight Tariff of the IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY, By-law No. 1.....	1897
	O. C., July 29th, 1897, approving CANADIAN JOINT FREIGHT CLASSIFICATION No. 10.	1897
	O. C., November 1st, 1897, approving Supplement No. 1 to CANADIAN JOINT FREIGHT CLASSIFICATION No. 10	1897
	O. C., February 28th, 1898, approving substitution of Supplement No. 2 for Supplement No. 1, and amendment of CANADIAN JOINT FREIGHT CLASSIFICATION No. 10	1898

TABLE SHOWING LOCATION OF THE RAILWAYS OF THE DOMINION OF CANADA. 30th JUNE, 1897.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Alberta Railway and Coal Co.	From Lethbridge in District of Alberta, N.W.T., to Coutts, on International boundary, 3' gauge.....		64.62
	The portion from Dunmore to Lethbridge 109½ miles was changed to 4' 8½" gauge and leased to Can. Pac. Ry., 29th Nov., 1893.		
Albert Southern.....	Harvey Branch Junction to Alma, N.B.....		16.00
Baie des Chaleurs.....	Metapedia Station on C.P. R. to Caplin.....		80.00
Bay of Quinte Railway and Navigation Co.....	Deseronto, on Bay of Quinte, Lake Ontario to Deseronto Junction, Grand Trunk Railway.....		
Berlin and Waterloo (electric)	Berlin to Waterloo.....		4.00
Buctouche and Moncton.....	Moncton, on Intercolonial Railway, to Buctouche, N.B.....		3.30
Brockville, Westport and Saul's Ste. Marie.....	Brockville to Westport, Ont.....		32.00
Calgary and Edmonton.....	Calgary to Edmonton.....		45.00
	McLeod, District of Alberta.....	190.97	
		104.10	
			295.07
Canada Atlantic.....	City of Ottawa to Junction with Grand Trunk at Lacolle. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle.....		138.00
Central Counties.....	From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont.....	21.00	
	South Indian, on Canada Atlantic, to Rockland.....	17.00	
			38.00
Canada Southern.....	Main Line—Windsor, Ont., to Suspension Bridge.....	226.18	
	Amherstburg Branch—Essex Centre to Amherstburg.....	16.83	
	St. Clair Branch—St. Clair Junction to Court-right.....	62.63	
	Fort Erie Branch—Fort Erie to Welland Junction.....	17.50	
	Erie and Niagara Branch—Old Port Erie to Niagara.....	20.60	
	Oil Springs Branch—Oil Springs to Oil City.....	5.50	
Leased.....	Sarnia, Chatham and Erie—Oil City to Petrolia.....	7.00	
".....	Leamington and St. Clair—Comber to Leamington.....	15.95	
			382.19
Canada Eastern.....	Late Northern and Western of New Brunswick—		
	Gibson, opposite city of Fredericton to Chatham Junction, I.C.R.....	107.00	
	Chatham Junction to Chatham and Logieville, via Nelson.....	20.00	
	Blackville to Indiantown.....	9.00	
			136.00

TABLE SHOWING LOCATION OF RAILWAYS, &c.—*Continued.*

NAME OF RAILWAY.	DESCRIPTION	DISTANCE.	
		Miles.	Total.
Canadian Pacific:			
Owned	Main line—Callander to Vancouver.....	2,560'90	
(Canada Central)	" Ottawa to Callander.....	223'60	
(Que., Mont., Ottawa & Occid.)	" Montreal to Ottawa.....	120'30	
(" " North Shore)	" Quebec to St. Martin's Junction.....	159'80	
	Branches—Piles Junction to Grand Piles.....	26'90	
	" Berthier Junction to Berthier.....	2'60	
	" Joliette Junction to St. Felix.....	16'80	
	" Ste. Therese Junction to St. Jerome.....	13'60	
	" Ste. Therese to St. Eustache.....	6'00	
	" St. Lin Junction to St. Lina.....	15'00	
	" Buckingham to Buckingham Village.....	4'20	
Brockville & Ottawa Railway	" Hull to Aylmer.....	7'50	
	" Carleton Jct. to Brockville.....	45'00	
	" Sudbury to Sault Ste. Marie.....	182'50	
	" Sudbury to Copper Mines.....	5'60	
	" Winnipeg Junction to Emerson.....	64'80	
	" Winnipeg Junction to Manitou.....	101'10	
	" Rosenfeldt to Grenville.....	14'00	
	" Winnipeg to West Selkirk.....	22'50	
	" Air Line Junction to Stonewall.....	18'20	
	" Kenney to Estevan.....	156'20	
	" Glenboro' to Souris.....	45'20	
	" Deloraine to Napinka.....	18'10	
	" Menteith Junction to Reston.....	31'50	
	" North Portal to Pasqua.....	160'50	
	" New Westminster Junction to New Westminster.....	8'20	
Lake Temiscamingue Colonization	" Mattawa to Kippewa.....	45'80	
	" Mission Junction to Mission.....	10'10	
	" Revelstoke to Arrow Head.....	27'80	
	" Vancouver to Coal Harbour.....	1'20	
	" Three Forks to Sandon.....	4'20	
	Total mileage owned.....	4,119'10	
Leased Lines	Atlantic and North-west (in Canada)—		
	South end Lachine Bridge to Maine boundary, Que.....	182'50	
	Renfrew to Eganville, Ont.....	22'50	
	St. Lawrence and Ottawa—		205'00
	Ottawa to Prescott, Ont.....	51'80	
	Chaudiere Junction to Sussex St. Ottawa.....	6'60	
	Ontario and Quebec—		58'40
	Mil. End Junction to South End Lachine Bridge.....	9'10	
	Montreal, Windsor St., to Toronto.....	339'00	
	London to Windsor.....	112'50	
	Toronto Junction to Strachan Avenue.....	3'20	
	Leaside Junction to Union Station Toronto.....	5'20	
	Credit Valley—		469'00
	Toronto Junction to St. Thomas.....	116'10	
	Streetsville Junction to Melville Junction.....	31'70	
	Cataract to Elora.....	27'30	
	West Ontario Pacific—London to Woodstock.....	26'60	

LOCATION OF THE RAILWAYS.

93

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
<i>Leased Lines—Continued</i>			
	Toronto, Grey and Bruce—		
	Toronto Junction to Owen Sound	116.90	
	Orangeville Junction to Teeswater	69.40	
	Glenannan to Wingham	5.00	
			191.30
	Guelph Junction—		
	Guelph Junction on Credit Valley Ry. to Guelph		15.00
	Montreal and Western—		
	St. Jerome to Labelle		70.00
	Montreal and Lake Maskinonge—		
	St. Felix to St. Gabriel de Brandon		12.90
	Montreal and Ottawa—		
	Vaudreuil to Alfred	45.50	
	Rigaud to Pt. Fortune	7.30	
			52.80
	New Brunswick System (in Canada)—		
	Vanceboro' to McAdam Junction	6.30	
	McAdam Junction to St. John	83.80	
	Fairville to Carleton	4.00	
	Fredericton Junction to Fredericton	22.10	
	McAdam Junction to St. Stephen	33.90	
	Watt " St. Andrew's	27.50	
	McAdam " Woodstock	51.80	
	Debec " Maine boundary	5.00	
	Woodstock to Maine boundary	59.40	
	Newbury Junction to Fredericton	58.40	
	Aroostock Junction to Edmundston	57.20	
			409.40
	Manitoba South-western Colonization—		
	Manitou to Deloraine	100.40	
	Winnipeg to Glenboro'	102.40	
	Elm Creek to Carman	12.40	
			215.20
	Columbia and Kootenay—		
	Nelson to Robson	27.70	
	Mouth of Kootenay River	0.80	
			28.50
	Shuswap and Okanagan—		
	From Junction with C.P.R. at Sicamous to Lake Okanagan		51.00
	Nakusp and Slocan—		
	Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C.		36.90
	Alberta Railway—		
	Dunmore to Lethbridge, N.W.T.		109.50
	Cap de la Madeline—		
	From Main Line C.P.R. at Junction with Piles branch to Cap de la Madeline		2.30
	St. Stephen and Milltown, N.B.—		
	From Junction with C.P.R. in St. Stephen to Milltown		4.64
	Toronto Hamilton and Buffalo—		
	Hamilton Junction to Hamilton		2.70
	Tobique Valley—		
	Perth Centre to Plaster Rock		28.00
	Total mileage leased		2,164.23
	" owned		4,119.10
	" in Can. Pac. system		6,283.36

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Canadian Govt. Railways...	Intercolonial -		
	Halifax to Lewis	675'00	
	Moncton to St. John	89'00	
	Trenton to Trenton	44'00	
	New Glasgow to Mulgrave	82'00	
	Stellarton to Pictou	14'00	
	Trenton to Pictou Landing	7'00	
	Pt. Tupper to Sydney	91'00	
	North Sydney Junction to North Sydney	5'00	
	Branch Pt. du Chene to Pannec Junction	11'00	
	Branch Dalhousie	7'00	
	“ St. Charles	25'00	
	“ Windsor Junction to Dartmouth	14'50	
	“ Indian town	14'00	
	“ Oxford Junction to Brown's Pt	67'00	
	“ Pugwash	5'00	
	Montreal Extension	170'00	
Leased lines	— — — — —	1,320'50	
	Prince Edward Island -		
	Main Line—Alberton to Charlottetown	105'00	
	Royalty Junction to Georgetown ..	41'00	
	Branch—Mount Stewart to Souris ..	38'40	
	“ Alberton to Tignish	13'30	
	“ Emerald to Cape Traverse	12'00	
	— — — — —	210'00	
	— — — — —	— — —	1,530'50
	Caraguet		
Carillon and Grenville	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.	68'00	
	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.)	13'00	
Central Ontario	From Pictou, in Prince Edward County, Ont., to Coe Hill, Iron Mines, Wollaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, two miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon	104'00	
Central Railway of New Brunswick	From Norton Station, on the Intercolonial Railway to Chipman	45'00	
	From Hampton to Quaco (formerly St. Martin's and Upham Railway)	30'00	
Coast Line, Nova Scotia	Yarmouth to Lockeport, 98 miles, of which 28'25 miles have rails laid	75'66	
	— — — — —	— — —	28'25
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy	32'00	
	Spring Hill and Oxford Branch, from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch, I.C.R.	14'00	
	— — — — —	— — —	46'00

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial	Windsor to Annapolis, N. S.	84.00	
	Annapolis to Yarmouth.	87.00	
	Branches—		
	Wilmot to Forbrook.	3.50	
	From Kentville to Kingsport on Basin of Minas (formerly Cornwallis Valley Railway).	14.00	
	Windsor branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax.	32.00	
Drummond County	Ste. Rosalie, Que., junction with Grand Trunk Railway, to St. Leonard, thence to Moose Park towards Chaudiere.	72.97	220.50
	St. Leonard to Nicolet and Ball's wharf, on the St. Lawrence.	17.06	
	Mitchell to Burrill's Mill.	50	
Elgin and Havelock	From Elgin, County of Albert, N. B., to Pet- itcodiac Junction with Intercolonial Rail- way; thence to Havelock in County of King's.		90.53
Erie and Huron	Rondeau, Lake Erie, Ont., to Sarnia, pass- ing through the town of Chatham, Ont., con- nects with Canada Southern and Grand Trunk and Lake Erie and Detroit River Railways.		27.00
Esquimalt and Nanaimo	Victoria to Wellington, Island of Vancouver.	76.75	
Fredericton and St. Mary's Railway Bridge	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway and Canada Eastern Railway at St. Mary's.	78.00	
Grand Trunk (owned)—			1.33
Main Line.	From Point Edward to Point Levis and bound- ary line, Vermont.	719.33	
	From Niagara Falls to Windsor.	229.32	
Branches.	Connections at Toronto with G.W. and N., and N.W.		948.65
	Montreal to Dorval.	4.75	
	Sarnia Extension—Point Edward to Sarnia.	10.12	
	Montreal leading to Wharfs.	3.13	
	Arthabaska to Doucet's Landing (Three Rivers branch).	0.83	
	Kingston—Main Line to Kingston City.	35.34	
	Waterloo and Berlin to Galt.	2.25	
	St. Mary's to London.	14.85	
	St. Lambert to Boundary Line, N.Y., and St. Isidore to Province Line.	22.00	
	Blackwell to St. Clair Tunnel.	65.50	
	Port Dover to Wiarton, Durham and Port Rowan.	5.00	
	Brosseaus to Dundee and Valleyfield.	189.75	
	Jacques Cartier to Canadian Pacific Junc- tion.	81.14	
	Waterloo to Elmira.	6.54	
	Belleville to Midland.	10.17	
	Lindsay to Scarboro' Junction.	163.96	
		60.35	

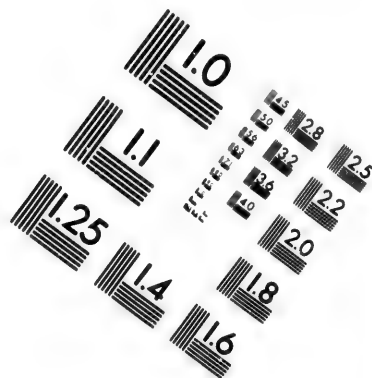
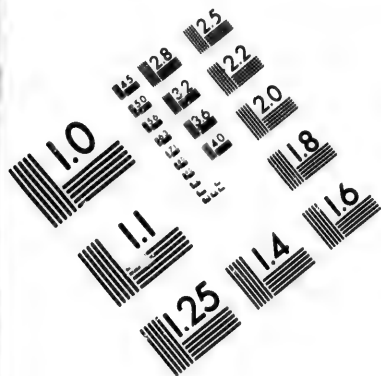


IMAGE EVALUATION TEST TARGET (MT-3)

2.8
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TABLE SHOWING LOCATION OF RAILWAYS, &c.—*Continued.*

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Grand Trunk— Branches— <i>Continued.</i>	Lindsay to Haliburton	54.20	
	Whitby to Manilla	33.73	
	Lakefield Junction to Lak-field	11.66	
	North Hastings Junction to Eldorado	22.21	
	Blackwater to Cobocok	36.35	
	Port Hope to Onemee	32.05	
	Millbrook to Peterboro'	12.35	
	Stouffville to Lake Simcoe	26.46	
	Peterboro' to Chemong Lake	8.22	
	Coldwater to end of track	1.50	
	Connection, Merriton	0.17	
	“ Stony Creek	2.08	
	Loop Gages (N. and N.W. Divn.)	0.48	
	Hamilton to Toronto	36.64	
	Loop Junction Cut Branch	0.36	
	Connection, Burlington, East	0.13	
	“ “ West	0.21	
	Harrisburg to Guelph	27.18	
	Connection “ (W.G. and B.)	0.11	
	Harrisburg to Brantford	7.76	
	Brantford Branch Junction with G.T.	0.13	
	Komoka to Sarnia	50.85	
	Wyoming to Petrolia	4.71	
	Port Erie to Glencoe	145.55	
	Connection, Welland Junction, East	0.26	
	“ “ West	0.50	
	“ Canfield Junction	0.19	
	“ Simcoe (G.B. & L.E.)	0.24	
	East Y. St. Thomas	0.32	
	Allanburg to Clifton Junction	8.33	
	Port Colborne to Port Dalhousie	25.14	
	Glencoe to Kingscourt Junction	21.04	
	Guelph to Southampton	101.26	
	Palmerston to Kincardine	66.67	
	“ connection	0.20	
	Hyde Park to Wingham Junction	68.88	
	Connection, Clinton Junction	0.13	
	Brantford Loop Line	34.78	
	Toronto Belt Line, Swansea to Carleton ..	4.37	
	“ Don to Fairbank Junction	8.33	
	Toronto to Gravenhurst	111.00	
	Allandale to Collingwood	31.76	
	Hamilton to Allandale	93.82	
	“ Port Dover	40.25	
	Collingwood to Meaford	20.50	
	Elmvale to Hillsdale	8.28	
	Beeton Junction to Collingwood	39.83	
	Gravenhurst to Nipissing Junction with C. P.R.	111.37	
	Colwell to Penetanguishene	33.34	
	Park Head to Owen Sound	12.42	
	Cobourg to Harwood	15.00	
		2,049.58	
	Total owned	2,998.23	
	Leased and partly owned— Buffalo and Lake Huron, Fort Erie to Goderich	162.00	
	Leased or rented— Wharf Branch, Montreal	1.75	
		163.75	
	Total miles in Grand Trunk system	3,161.98	

LOCATION OF THE RAILWAYS.

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TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total
St. Clair Tunnel and approaches.....	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railroads in the State of Michigan..... (Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches).		2 23
Great Eastern.....	Constructed from junction with South-eastern Railway at Yamaska to River St. Francis.....	6 00	
	Constructed from Nicolet to Junction with Grand Trunk Railway at St. Gregoire....	7 00	
Great Northern.....	From St. Jerome to Montcalm.....	28 00	13 00
	From junction with Lower Laurentian Railway westward to Ste. Flore.....	10 00	
Great North-west Central....	From junction with C. P. R. at Chater, westward to Hamiota.....		38 00
Gulf Shore.....	Junction with Caraquet Railway at Pokenouche to Tracadie—14 miles under construction.		50 93
Hamilton, Grimsby and Beamsville (electric).....	Hamilton to Grimsby.....		23 00
Hamilton and Dundas.....			6 00
Harvey Branch.....	Albert to Harvey Bank, N.B.....		3 00
Hereford.....	From International Boundary to Dudswell, County Wolfe connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell.....	48 50	
	Dudswell to Lime Quarries (Dominion Lime Company).....	4 80	
Hull Electric.....	Hull to Aylmer.....		53 30
			6 30
Irondale, Bancroft and Ottawa Joggins, now Canada Coals and Railway Co.....	From junction with Grand Trunk Railway, near Kilmount Station, to Baptiste Lake, Maccan Station, I. C. R., to Joggins Mine.....		45 90
Kaslo and Slocan.....	From Kaslo to Sandon.....	28 80	12 00
	From Junction to Cody.....	3 00	
Kent Northern.....	Richibucto, N.B., to Intercolonial Railway.....	27 00	31 80
St. Louis and Richibucto....	Richibucto to St. Louis.....	7 00	
Kingston and Pembroke....	Main Line—Kingston to Renfrew.....	103 10	34 00
	Glendower Branch—Bedford to Zanesville Mine.....	4 00	
	Robertsville Branch—To Robertsville Mines Branches—To Doran's Mills, Charcoal Works McLaren's Mills, Bethlehem Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Caldwell's Mills, William's Mine, Cameron's Bay.....	1 00	
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)	4 75	
Kingston, Napanee and Western.....	Amalgamated with Bay of Quinte Railway : Napanee to Tamworth..... Yarker to Harrowsmith..... Tamworth to Tweed..... Harrowsmith to Sydenham.....	28 50 7 00 20 95 4 37	112 85
			60 82

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Lotbiniere and Megantic.....	Lyster Station, Grand Trunk, to Ste. Philomene		30 34
L'Assomption.....	L'Epiphanie Station, C. P. R., to L'Assomption		3 00
Lake Erie and Detroit River	From Walkerville, Ont., to Ridgeway	84 05	
Lake Manitoba Railway and Canal Co.....	Branch—Foster's to Decew's Mills	4 00	88 05
London and Port Stanley....	From junction with Manitoba and North-western at Gladstone to Sifton		100 74
Lower Laurentian (formerly St. Lawrence, Lower Laurentian and Saguenay).....	London to Port Stanley on Lake Erie.....		23 75
	From St. Tite, on C. P. R., to Riviere a Pierre, on Quebec and Lake St. John Railway		39 50
Manitoba and North-western	Portage la Prairie to Yorkton.....	223 05	
	Shell River Branch—Winsearth to Russell....	11 45	
	Leased—Saskatchewan and Western—Minneapolis to Rapid City.....	15 47	249 97
Manitoba and South-eastern.	From Winnipeg south-easterly to west side of Lake of the Woods; eight miles under construction.....		
Midland of Nova Scotia (formerly Stewiacke Valley)....	90 miles under construction.....		
Montfort Colonization.....	From junction with Montreal and Western near St. Sauveur to Montfort and westward		21 00
Massawippi Valley.....	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C. P. R. at Lennoxville	32 00	
	Branch—Stanstead Junction to Stanstead....	2 00	36 00
Montreal and Vermont Junction	From junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P. Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway		23 60
Montreal, Portland and Boston, now Montreal and Province Line.....	Junction with Grand Trunk at St. Lambert to Farnham	32 00	
	Marieville to St. Cesaire.....	8 60	40 60
Montreal and Atlantic (formerly South-eastern).....	Main Line—West Farnham to Richford on International Boundary.....	13 80	
	Northern Division—Sutton Junction to Sorrel.....	95 50	
	Between Newport and Richford—Part of line in Canada.....	10 80	
		140 10	
	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume ..	61 40	201 50
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Railways).....		
Montreal Park and Island (electric).....	City of Montreal and Suburbs.....		40 88
Montreal Island Belt Line (electric).....			11 60
Nelson and Fort Sheppard....	From West Arm of Kootenay Lake, near Nelson, to Fort Sheppard on International boundary, B. C.....		59 40

LOCATION OF THE RAILWAYS.

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TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
New Glasgow Iron, Coal and Railway Company, now Nova Scotia Steel Co.	From Ferrona Junction, I.C.R., to Sunny Brae.		12.50
New Brunswick and Prince Edward Island.	From Sackville Station, Intercolonial Railway, to Cape Tormentine.		36.00
Niagara Falls Park and River Electric Railway.	Queenston to Chippewa.		13.68
Northern Pacific and Manitoba.	Winnipeg to International boundary.	65.94	
	Portage Junction to Portage La Prairie.	52.52	
	Morris to Brandon.	145.42	
	Connection with C.P.R. at Winnipeg.	1.23	
Nosbonsing and Nipissing.	From Lake Nosbonsing to Lake Nipissing.		265.11
Nova Scotia Central.	From Middleton, on the Windsor and Annapolis Railway to town of Lunenburg, on the Atlantic coast, N.S.		5.50
Nova Scotia Southern.	Shelburne to New Germany, 11 miles under construction.		74.00
Ontario, Belmont and Northern.	From Junction with Central Ontario Ry. to Iron Mines, in Township of Belmont.		9.60
Oxford Mountain.	Eastman, on C.P.R., to Kingsbury, Que.		26.50
Oshawa Electric Railway.	From Port Oshawa, Lake Ontario, to Grand Trunk Ry. Stations and through town of Oshawa.		8.50
Ottawa and Gatineau.	Canadian Pacific Railway Junction at Hull, Que., to Gracefield.		56.50
Ottawa, Arnprior, and Parry Sound.	Ottawa to Rose Point, Parry Sound.		260.30
Ottawa Valley.	Lachute, on C.P.R., to St. Andrews on Ottawa River.		7.00
Philipsburg.	Standbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg, Mississquoi Co.		6.75
Pontiac and Renfrew.	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac, Que.		4.25
Pontiac Pacific Junction.	From Junction with Canadian Pacific Railway at Aylmer, Que., to Waltham.		71.00
Port Arthur, Duluth and Western.	Port Arthur to Gunflint Lake on Minnesota boundary (Connects with the C.P.R. at Port Arthur and Fort William).		85.50
Qu'Appelle, Long Lake and Saskatchewan.	From Canadian Pacific Railway at Regina, North-westerly to Long Lake and Prince Albert.		253.96
Quebec and Lake St. John.	Quebec to Roberval.	192.00	
Quebec Central.	Chambord Junction to Chicoutimi.	53.85	
	Main Line—Sherbrooke to Harlaka Junction Intercolonial Railway, 5 miles from Levis, Que.	157.50	
	Chaudiere Branch, Beauce Junction to St. Francis.	15.00	
	Angus Branch—East Angus to Angus Mills.	1.00	
	Tring Megantic—Tring Junction to Megantic.	60.00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.)		213.50
Quebec, Montmorency, and Charlevoix.	Hedleyville, Parish of St. Roch, Que., to Cap. Tourmente.		30.00
Red Mountain.	From International boundary Line, B.C., to Rossland.		9.53

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Stanstead, Shefford and Chamblay	From Junction with Montreal and Vermont Junction Railway, near St. Johns, Que., easterly to Waterloo		43·00
Shore Line (formerly Grand Southern)	St. John to St. Stephen, N.B.		82·50
St. Catharines and Niagara Central	(construction) St. Catharines, Ont., to Niagara Falls		12·35
St. John Bridge and Railway Extension	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C. P. R., included in Canadian Pacific System		2·00
St. John Valley and Riviere du Loup	From Fredericton, N.B., to Woodstock, N. B. (6 miles under construction)		
Salisbury and Harvey (formerly Albert Railway)	Salisbury to Albert, N.B.		45·00
St. Lawrence and Adirondack	From Junction with Canada Atlantic near Valleyfield to International Boundary	19·80	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	13·20	
South Shore (formerly Montreal and Sorel)	From Junction with Grand Trunk at St. Lambert to Sorel, West		33·00
Sydney and Louisburg (Dominion Coal Co)	From Junction with Grand Trunk at St. Lambert to Sorel, West		44·67
	Sydney Harbour to Louisburg Harbour	39·15	
	Branches to Coal Mines	26·75	
Thousand Islands	Gananoque, on St. Lawrence River to Gananoque Station, G.T.R.		65·90
Temiscouata	Riviere du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway	81·00	
	Branch—Edmundston to Connors, on St. John River	32·60	
Tilsonburg, Lake Erie and Pacific	From Port Burwell on Lake Erie, to Tilsonburg		113·00
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie	Main Line—Waterford Junction on Canada Southern to Welland Junction on Canada Southern, passing through City of Hamilton	79·33	
	Branch—Chantlers to Fonthill	4·00	
United Counties	Iberville Junction with Canadian Pacific Railway to St. Hyacinthe, thence to St. Robert Junction with Montreal and Atlantic, $4\frac{1}{2}$ miles from Sorel		83·93
Victoria and Sydney	City of Victoria to Sydney, Vancouver Island		61·00
Winnipeg and Hudson Bay, now Winnipeg Great Northern	Winnipeg to Port Nelson on Hudson Bay		16·26
	(Constructed 40 miles, Winnipeg to St. Laurent on Lake Manitoba)		40·00

RAILWAY SUBSIDIES

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of subsidy granted for same Railways.

Number	NAME OF RAILWAY.	ON FOLLOWING NAMED RAILWAYS.				
		No. of miles built.	No. of miles paid and provided for.	Subsidy paid and Available at June 30, 1897.	Subsidy paid to 30th June, 1897.	Subsidy paid to 1st Nov., 1897.
				8 cts.	8 cts.	8 cts.
1	Albert Southern.....	16	16	50,460 00	50,460 00	50,460 00
2	Baie des Chaleurs.....	70	70	620,900 00	620,900 00	620,900 00
3	Beauharnois Junction.....	19 50	19 50	62,400 00	62,400 00	62,400 00
4	Belleville and North Hastings.....	6 84	6 84	21,888 00	21,888 00	21,888 00
5	Brautford, Waterloo and Lake Erie.....	18	18	57,600 00	57,600 00	57,600 00
6	Brockville, Westport and Sault Ste. Marie.....	44 50	44 50	105,200 00	105,200 00	105,200 00
7	Buctouche and Moncton.....	31 75	31 75	101,600 00	101,600 00	101,600 00
8	Canada Atlantic.....	54 05	54 05	282,355 20	282,355 20	282,355 20
9	Canada Central.....	120	120	1,525,250 00	1,525,250 00	1,525,250 00
10	Canada Eastern.....	107	107	342,400 00	342,400 00	342,400 00
11	Canadian Pacific.....	1,905	1,905	25,000,000 00	25,000,000 00	25,000,000 00
12	(extension).....	185	185	1,580,000 00	1,580,000 00	1,580,000 00
13	Caraguet.....	67	67	224,000 00	224,000 00	224,000 00
14	Central (of New Brunswick).....	44 50	59 50	185,100 00	75,639 00	137,100 00
15	Cornwallis Valley.....	14	14	44,800 00	44,800 00	44,800 00
16	Columbia and Cootenay.....	27 75	27 75	88,800 00	88,800 00	88,800 00
17	Cumberland.....	14	14	39,850 00	39,850 00	39,850 00
18	Dominion Lime Co.....	4 80	4 80	15,360 00	15,360 00	15,360 00
19	Dominion Coal Co.....	27 44	27 44	87,808 00	87,808 00	87,808 00
20	Drummond County.....	89 98	135 60	433,920 00	287,936 00	287,936 00
21	Elgin, Petitedociae and Havelock.....	12	12	38,400 00	38,400 00	38,400 00
22	Erie and Huron.....	30	30	96,000 00	96,000 00	96,000 00
23	Esquimalt and Nanaimo.....	71	71	750,000 00	750,000 00	750,000 00
24	Fredericton and St. Mary's Bridge Co.....	1 33	1 33	50,000 00	30,000 00	30,000 00
25	Grand Trunk, Georgian Bay and Lake Erie.....	12 42	12 42	39,744 00	39,744 00	39,744 00
26	Great Eastern.....	12 50	12 50	40,345 00	40,345 00	40,345 00
27	Great Northern.....	44 05	143 59	517,588 00	142,688 00	142,688 00
28	Guelph Junction.....	15 25	15 25	46,000 00	46,000 00	46,000 00
29	Harvey Branch.....	3	3	5,553 57	5,553 57	5,553 57
30	Hereford.....	48 50	48 50	155,200 00	155,200 00	155,200 00
31	Irondale, Bancroft and Ottawa.....	45	50	160,000 00	144,000 00	144,000 00
32	International.....	49	49	156,800 00	156,800 00	156,800 00
33	Joggins.....	12	12	37,500 00	37,500 00	37,500 00
34	Kingston and Pembroke.....	15	15	48,000 00	48,000 00	48,000 00
35	Kingston, Napanee and Western.....	61 35	61 35	208,732 80	208,732 80	208,732 80
36	L'Assomption.....	3 50	3 50	11,200 00	11,200 00	11,200 00
37	Lake Erie and Detroit River.....	84 04	84 04	338,731 00	338,731 00	338,731 00
38	Lake Temiscamingue Colonization.....	45 84	45 84	310,335 95	310,335 95	310,335 95
39	Leamington and Lake St. Clair.....	16	16	51,200 00	51,200 00	51,200 00
40	Lotbiniere and Megantic.....	30	30	96,000 00	96,000 00	96,000 00
41	Montreal and Sorel.....	44 67	44 67	93,757 57	93,757 57	93,757 57
42	Montreal and Lake Champlain.....	83	83	103,600 00	103,600 00	103,600 00
43	Montreal and Western.....	70	70	361,270 00	361,270 00	361,270 00
44	Montreal and Lake Maskinonge.....	12 90	12 90	41,280 00	41,280 00	41,280 00
45	Montreal and Ottawa.....	33	60	192,000 00	105,600 00	105,600 00
46	Montfort Colonization.....	21	33	171,600 00	67,200 00	67,200 00
47	Nakusp and Slocan.....	36 80	38	121,600 00	117,760 00	117,760 00
48	New Brunswick and P. E. I.....	35 45	35 45	113,440 00	113,440 00	113,440 00
	Carried forward.....	3,815 71	4,021 07	35,204,669 00	31,363,684 00	34,425,145 00

RAILWAY SUBSIDIES.—Table of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Continued.*

Number.	Name of Railway.	ON FOLLOWING NAMED RAILWAYS.				
		No. of miles built.	No. of miles paid and provided for.	Subsidy paid and Available at June 30, 1897.	Subsidy paid to 30th June, 1897.	Subsidy paid to 1st Nov., 1897.
				\$ cts.	\$ cts.	\$ cts.
	Brought forward.....	3,815.71	4,021.07	35,204,669 09	34,363,684 09	34,425,145 09
49	New Glasgow Iron and Coal Co.....	12.45	12.45	39,840 00	39,840 00	39,840 00
50	Northern Pacific Junction.....	110	110	1,320,000 00	1,320,000 00	1,320,000 00
51	Nova Scotia Central.....	73.50	73.50	230,700 00	230,700 00	230,700 00
52	Ontario, Belmont and Northern.....	9.60	10	32,000 00	30,720 00	30,720 00
53	Ontario and Quebec.....	61.25	61.25	196,000 00	196,000 00	196,000 00
54	Orford Mountain.....	26.50	26.50	84,800 00	84,800 00	84,800 00
55	Oshawa Railway and Navn. Co.....	7	7	22,400 00	22,400 00	22,400 00
56	Ottawa and Gatineau Valley.....	54	54	320,000 00	284,138 00	284,138 00
57	Ottawa, Arnprior and Parry Sound.....	107	163	609,600 00	430,400 00	430,400 00
58	Parry Sound Colonization.....	47.75	47.75	152,800 00	152,800 00	152,800 00
59	Pontiac and Pacific Junction.....	70	70	307,850 00	193,578 00	193,578 00
60	Phillipsburg Junction.....	6.75	7.41	23,712 00	21,600 00	21,600 00
61	Pontiac and Renfrew.....	4.25	4.25	13,600 00	13,600 00	13,600 00
62	Port Arthur, Duluth and Western.....	84.75	84.75	271,200 00	271,200 00	271,200 00
63	Quebec Central.....	74.86	74.86	348,342 00	348,342 00	348,342 00
64	Quebec and Lake St. John.....	245.85	245.85	1,006,743 50	1,006,743 50	1,006,743 50
65	Quebec, Montmorency and Charlevoix.....	30	30	96,000 00	96,000 00	96,000 00
66	Sheswap and Okanagan.....	51	51	163,200 00	163,200 00	163,200 00
67	South Norfolk.....	17	17	54,400 00	54,400 00	54,400 00
68	St. Catharines and Niagara Central.....	12	12	38,400 00	38,400 00	38,400 00
69	St. Clair Frontier Tunnel.....	2.23	2.23	375,000 00	375,000 00	375,000 00
70	St. Lawrence and Lower Laurentian.....	38.85	38.85	217,600 00	217,600 00	217,600 00
71	St. Louis, Richibucto and Buctouche.....	7	7	22,400 00	22,400 00	22,400 00
72	St. Lawrence and Adirondack.....	20.32	33.81	108,201 60	65,001 60	65,001 60
73	Temiscouata.....	112.95	112.95	645,950 00	645,950 00	645,950 00
74	Thousand Island.....	4.33	4.33	24,400 00	24,400 00	24,400 00
75	Tilsenburgh, Lake Erie and Pacific.....	16	19.50	62,400 00	51,200 00	51,200 00
76	Tobique Valley.....	27.88	27.88	134,016 00	134,016 00	134,016 00
77	Toronto, Grey and Bruce.....	4.60	4.60	14,656 00	14,656 00	14,656 00
78	United Counties.....	59	65	208,000 00	187,328 00	187,328 00
79	Waterloo Junction.....	10.25	10.25	32,800 00	32,800 00	32,800 00
80	Western Counties.....	20	20	500,000 00	500,000 00	500,000 00
81	Western Ontario Pacific.....	18.75	18.75	60,000 00	60,000 00	60,000 00
82	Cap de la Magdeleine.....	2.32	3	9,600 00	7,424 00	7,424 00
83	Gulf Shore.....		17.50	56,000 00	28,635 05	38,400 00
84	St. Stephen and Milltown.....	3.50	4.64	14,848 00	9,635 89	9,635 89
	Total.....	5,251.19	5,573.93	43,201,328 19	41,738,582 13	41,809,808 08

*Includes the mileage of the North Shore Railway, 160 miles.

†By 60-61 Vic., cap. 4, a subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of \$3,200 per mile and a further subsidy beyond the sum of \$3,200 per mile, of 50 per cent. on so much of the *average cost* of the said specified mileage subsidized as in excess of \$15 000 per mile, such subsidy not exceeding in the whole sum of \$6,400 per mile.

RAILWAY SUBSIDIES.—Table of per mile Cash Subsidies granted and paid in aid of Railway construction, &c.—*Concluded.*

The amount of certain of the subsidies authorized by Parliament, given in this Statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, viz.: The amount produced by the \$3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

The following is the mileage of certain of the Railways shown in this statement and subsidized under 60-61 Vic., cap. 4:—

	MILES.
Ottawa, Arnprior and Parry Sound.....	56
Phillipsburg Junction.....	0'66
St. Lawrence and Adirondack.....	13'50
Tilsonburg, Lake Erie and Pacific.....	3'50
United Counties.....	1
Great Northern.....	44
Gulf Shore.....	5'50
St. Stephen's and Milltown.....	1'14
Drummond County.....	42'50

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed periods of years.

No.	Name of Railway.	Miles Subsidized.	Amount of Instalment.	Amount paid up to June 30, 1897.
1	International (Atlantic and North-West Railway Co.).....	252	\$93,300 per $\frac{1}{2}$ year for 20 years.....	\$ 1,492,800
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	\$3,136 per $\frac{1}{2}$ year for 21 years.....	Nil.
	Total.....	308		1,492,800

STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loans authorized.	Amount loaned.
		\$	\$ cts.
1	Albert Railway Co.....	15,000	14,725 56
2	Fredericton and St. Mary's Bridge Co.....	300,000	300,000 00
3	St. John Bridge and Railway Extension Co.....	500,000	433,900 00
	Total.....	815,000	748,625 56

STATEMENT showing Railways subsidized by the Grant of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Subsidy on value of Rails.	Subsidy in used Rails paid.
			\$ cts.	\$ cts.
1	Central Railway Co. of New Brunswick.....	4,052	83,612 54	83,612 54
2	Elgin, Petitoctadie and Havelock Ry. Co.....	2,201	44,252 82	44,252 82
3	Chatham Branch Railway Co.....	958	24,439 84	24,439 84
	Total.....	7,211	152,305 20	152,305 20

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			8 cts.	
1	Kent Northern Railway Co.	2,549	58,334 27	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O. C. had been passed authorizing transfer.)
2	Halifax Cotton Co.	233	4,335 00	
3	Steel Company of Canada	597	11,964 66	
4	Albert Railway Company	725	14,665 45	
	Total.	4,105	89,299 38	

LAND GRANTS made by Governments to Railways completed and under construction up to 30th June, 1897.

Name of Railway.	Government.	Acres granted.	Acres sold.	Amount realized.
				8 cts.
Alberta Railway and Coal Co.— Dunmore to Lethbridge	Dominion	700,800	834,048	1,101,733
Lethbridge to International Boundary	do	413,568		
Calgary and Edmonton	do	2,176,900	1,481,046	*
Canadian Pacific	do	26,611,520	3,658,366	11,918,196
Do	do		16,793,014	10,189,521
Do	do	Town sites (other than land grants)		
Great North-west Central	do	320,000		1,396,265
Manitoba and North-western	do	2,918,000	644,927	735,703
Saskatchewan and Western	do	99,008		
Manitoba and South-western Colonization	do	1,396,800	259,719	1,174,607
Manitoba and South-eastern	do	627,200		
Qu'Appelle, Long Lake and Sas- katchewan	do	1,625,344	128,000	121,600
Winnipeg Great Northern	do	8,480,000	998,230	*
Lake Manitoba Railway and Canal Co.	do	800,000		
Yarmouth and Annapolis	Nova Scotia	150,000		
Columbia and Kootenay	British Columbia	200,000	Town sites ..	95,697
Esquimalt and Nanaimo	do	1,900,000	258,820	810,011
Nelson and Fort Sheppard	do	614,400		
Kaslo and Slocan	do	198,240	161	2,339

* Again after efforts to obtain a statement of the amounts realized from the sale of these lands, the companies have failed to give the information—the return therefore in this respect is incomplete.

+ Sold to the Dominion Government at \$1.50 per acre.

TABLE showing the growth of the Railways from year to year, since the opening of the first line in 1836.

Year	Miles in Operation.	Year.	Miles in Operation.
1835	0	1867	2,278
1836	16	1868	2,278
1837	16	1869	2,524
1838	16	1870	2,617
1839	16	1871	2,695
1840	16	1872	2,899
1841	16	1873	3,613
1842	16	1874	3,832
1843	16	1875	4,331
1844	16	1876	4,804
1845	16	1877	5,218
1846	16	1878	5,782
1847	54	1879	6,126
1848	54	1880	6,558
1849	54	1881	7,194
1850	54	1882	7,331
1851	66	1883	8,697
1852	159	1884	9,577
1853	205	1885	10,273
1854	506	1886	10,773
1855	764	1887	11,793
1856	877	1888	12,184
1857	1,414	1889	12,585
1858	1,444	1890	13,151
1859	1,863	1891	13,638
1860	1,954	1892	14,564
1861	2,065	1893	15,605
1862	2,146	1894	15,627
1863	2,189	1895	15,977
1864	2,189	1896	16,270
1865	2,189	1897	16,550
1866	2,240		
	2,278		

GOVERNMENT and Municipal Loans, Bonuses, &c., promised to Railways completed and under construction up to 30th June, 1897:—

Dominion Government	\$ 155,627,345 74
Ontario do	7,357,116 63
Quebec do	16,672,870 38
New Brunswick Government	4,500,590 71
Nova Scotia do	2,280,116 53
Manitoba do	2,626,611 77
British Columbia do	37,500 00
Municipalities in Ontario	12,420,753 78
Do Quebec	4,359,074 00
Do New Brunswick	356,500 00
Do Nova Scotia	261,685 00
Do Manitoba	595,600 00
Do British Columbia	37,500 00
Do North-west Territories	
Total	\$ 207,133,264 54

Department of Railways and Canals.

OTTAWA, 189

(CIRCULAR.)

**TO RAILWAY COMPANIES AND OTHERS MAKING
APPLICATION FOR ASSISTANCE FROM PARLIA-
MENT TOWARDS THE BUILDING OF A RAILWAY.**

Before any application can be taken into consideration it is essential that information be furnished upon the points following :—

The charter of the company, together with reference to any Acts by which it may have been amended.

The means definitely in hand and those promised or contemplated, whether by way of Provincial or Municipal bonuses or otherwise, on which the company are relying for the satisfactory completion of the undertaking.

The number of miles the construction of which is proposed, whether to the final terminus of the road, or to the terminus of the portion as to which a subsidy is being sought from Parliament.

The estimated cost, per mile, of the railway as a whole, or that of the portion for which a subsidy is asked, together with information as to the data upon which such estimate has been formed.

The important streams, if any, to be crossed, and the estimated cost of bridging them ; together with the length and character of the bridge structure proposed.

The character of the country to be traversed ; the nature of the soil ; the extent of existing settlement and of indication or development of mineral wealth, or of other features contributory to traffic and to public advantage.

In addition to the foregoing it is requisite that the company furnish maps indicating the general location of the road, or the general direction of the line contemplated ; and also, if at the time practicable, the curves and gradients which it is proposed to adopt.

It is to be observed that the furnishing of information of this character in as full, yet concise, form as possible will greatly expedite the arriving at a conclusion as to the advisability, or the reverse, of aiding the enterprise.

By order.

*Secretary,
Dept. of Railways and Canals.*

MEMORANDUM OF ACTION NECESSARY IN CONNECTION WITH MAKING AN APPLICATION TO ENTER INTO A CONTRACT UNDER THE SUBSIDY ACT.

1. Address an application to the Secretary of the Department of Railways and Canals, quoting the Act or Acts incorporating the Company ; also the Act or Acts granting them the subsidy applied for, and describing the line proposed to be contracted for.
2. Submit plan and profile of the proposed location, with full information thereon (in triplicate).
3. Estimate of quantities for each description of work on each 10-mile section.
4. State *bona fides* of the Company, showing the resources available with which to construct and equip the Railway or section of Railway under subsidy, and whether any Provincial, Municipal or other aid is granted them.
5. Give, duly certified by the Secretary of the Company, a list of the names of the Directors, stating names in full of its President and of its Secretary, with place of business or address of the Company.
6. Give a list of the Stockholders, with the amount subscribed for by each, also the amount paid up, with a certificate from a chartered bank that the amount is deposited.
7. Apply for one of the Departmental printed Forms of Specification and return same, with blanks, as to maximum grade and minimum radius of curve proposed, properly filled in.
8. State in your application to enter into a contract, that you are prepared to proceed with the work without delay, and when you propose to commence and to complete the same.
9. If the Minister is satisfied with the information given, and as to ability of the Company to construct the line subsidized, he causes an agreement to be prepared and sent to the Governor in Council for approval.
10. When approved by Council the draft of agreement is sent to the Company for execution.

MEMO. showing plans, etc., the furnishing of which to the Department of Railways and Canals, and to the Railway Committee of the Privy Council respectively, is either directly required, or is desirable in order to facilitate business, under the several clauses of the Railway Act of 1888.

TO THE DEPARTMENT OF RAILWAYS AND CANALS.

TO EXPROPRIATE LAND.

1st Set.	1. Plan. 1. Profile. 1. Book of Reference.	To be examined, and certified, and deposited in the Department of Railways and Canals.
2nd Set.	1. Plan. 1. Profile. 1. Book of Reference.	To be examined, and certified, and returned to the Company.
3rd Set.	1. Plan. 1. Profile. 1. Book of Reference.	

The Company can dispense with this 3rd Set if they choose.

SCALE.—Plans—400 feet to the inch.

Profiles— { Horizontal 400 feet.
 { Vertical 20 feet.

(*Sec. 125, Railway Act.*)

Note.—Deposit and certification of plans under this Section 125 carries no sanction or approval of any kind

AFTER COMPLETION OF RAILWAY.

One Set.	1. Plan. 1. Profile.	Showing railway as completed, to be filed in the Department within six months after completion.
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SCALE.—Plans—400 feet to the inch.

Profiles— { Horizontal 400 feet.
 { Vertical 20 feet.

(*Sec. 134, Railway Act.*)

FOR AUTHORITY OF THE MINISTER TO TAKE EXTRA LANDS FOR TRAFFIC, SNOW, ETC.

PLAN.—(Scale 400 feet to the inch) and Book of Reference in triplicate.
The Company may dispense with the 3rd Set if they choose.

(*Sec. 105, Railway Act.*)

TO THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

BRANCH LINES NOT EXCEEDING SIX MILES IN LENGTH.

- | | | |
|----------|--|--|
| 1st Set. | { 1. Plan.
1. Profile.
1. Book of Reference. | { To be submitted for approval of Railway Committee of the Privy Council, and when approved to be so certified, and fyled in the office of the Railway Committee of the Privy Council. |
| 2nd Set. | { 1. Plan.
1. Profile.
1. Book of Reference. | { To be certified as approved, and returned to the Company with the order of the Railway Committee approving. |

SCALE.—Plans—400 feet to the inch.

Profiles—{ Horizontal 400 feet.
Vertical 20 feet.

With these there should be furnished a map showing the adjacent country, neighboring lines, etc.

(Sec. 121, Railway Act.)

Note.—This does not relieve the Company from the necessity of subsequently fyling plans, profiles, and books of reference under the land expropriation clauses of the Act, in the event of the branch being authorized.

RAILWAY CROSSINGS OR JUNCTIONS.

Plan and profile of both roads at the point of crossing, on a scale of 100 feet to the inch for the plan, and of 100 feet to the inch horizontal, and 20 feet to 1 inch vertical for the profile.

Plan and profile of both roads on either side of the crossing for a distance of two or three miles (or as far as the road runs, if short of that distance), on a scale of 400 feet to the inch for the plan, and 400 feet to 1 inch horizontal, and 20 feet to 1 inch vertical for the profile.

These should be in triplicate so that each Company may have a copy certified as approved, the third being fyled in the office of the Railway Committee, Privy Council.

(Sec. 173, Railway Act.)

WORKS UPON OR OVER ANY NAVIGABLE WATERS, OR BEACH, OR BED THEREOF.

Plan showing site and soundings, and plans showing proposed works.	{ These should be in triplicate, one set being fyled in the office of the Railway Committee of the Privy Council, one in that of the Privy Council and the third, duly certified, to be sent to the Company as constituting the Order of the Governor in Council based on the Report of the Committee.
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Scale.—Plan of site 100 feet to the inch.

Structural plans 4 feet to the inch.

(Sec. 181, Railway Act.)

CROSSING OR USE OF STREET OR PUBLIC HIGHWAY.

Plans and Profiles in duplicate.	{	One set to be certified as approved, and to be sent to the Company with the Order of the Railway Committee of the Privy Council approving. The other to be certified and fyled in the office of the Committee.
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Note.—If protection by gates or otherwise is ordered, or if the road is to be passed by bridge or arch, or if the street or highway is to be diverted, an *extra plan and profile* must be furnished for the approval of the Governor in Council, which plan and profile will be fyled in the office of the Privy Council.

SCALE.—Plan—100 feet to the inch.

Profiles—	{	Horizontal 100 feet. Vertical 20 feet.
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(Sec. 187, *Railway Act*.)

CHANGE OF LOCATION OF ANY PARTICULAR PART OF A
CONSTRUCTED LINE.

1st Set.	{	<table border="0"> <tr> <td style="vertical-align: middle;">1. Plan.</td> <td rowspan="3" style="vertical-align: middle; font-size: 3em;">{</td> <td rowspan="3" style="vertical-align: middle;">To be submitted for approval of the Railway Committee of the Privy Council ; and when approved, to be so certified and fyled in the office of the Railway Committee.</td> </tr> <tr> <td style="vertical-align: middle;">1. Profile.</td> </tr> <tr> <td style="vertical-align: middle;">1. Book of Reference.</td> </tr> </table>	1. Plan.	{	To be submitted for approval of the Railway Committee of the Privy Council ; and when approved, to be so certified and fyled in the office of the Railway Committee.	1. Profile.	1. Book of Reference.
1. Plan.	{	To be submitted for approval of the Railway Committee of the Privy Council ; and when approved, to be so certified and fyled in the office of the Railway Committee.					
1. Profile.							
1. Book of Reference.							
2nd Set.	{	<table border="0"> <tr> <td style="vertical-align: middle;">1. Plan.</td> <td rowspan="3" style="vertical-align: middle; font-size: 3em;">{</td> <td rowspan="3" style="vertical-align: middle;">To be certified as approved and returned to the Company with the order of the Railway Committee approving.</td> </tr> <tr> <td style="vertical-align: middle;">1. Profile.</td> </tr> <tr> <td style="vertical-align: middle;">1. Book of Reference.</td> </tr> </table>	1. Plan.	{	To be certified as approved and returned to the Company with the order of the Railway Committee approving.	1. Profile.	1. Book of Reference.
1. Plan.	{	To be certified as approved and returned to the Company with the order of the Railway Committee approving.					
1. Profile.							
1. Book of Reference.							

SCALE.—Plans—400 feet to the inch.

Profiles—	{	Horizontal 400 feet. Vertical 20 feet.
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(Sec. 120, *Railway Act*.)

Note.—This does not relieve the Company from the necessity of subsequently fyling plans, profiles and books of reference under the land expropriation clauses of the Act, in the event of approval being given for the change of location.

General Note.—Companies should bear in mind that plans sent in for *approval* should cover all information necessary for the understanding of the case, showing the right of way, station grounds, property lines, owners names, the areas and length and width of land taken, in figures ; every change of width being given, also the bearing.

The Profiles should show the grades, curves, and public road crossings.

The Books of Reference should describe the lots, their numbers, the areas, length, width, and owners' names.

All plans, etc., must be signed by the President or by the Engineer of the Company, and dated, the length of the section shown on each being stated in miles, and the names of the terminal points, if possible, being given.

Companies should take care that the particular purpose for which plans, etc. are sent be *expressly stated* in each case.

COLLINGWOOD SCHREIBER,

Deputy Minister and Chief Engineer of Railways and Canals.

and Secretary of the Railway Committee of the Privy Council

GENERAL REQUIREMENTS FOR INTERLOCKING- DERAILING CROSSINGS AT RAIL LEVEL.

The plan and construction of interlocking, signalling and derailing apparatus to be used at rail level crossings of intersecting lines of Railways must be arranged to conform to the following general rules :—

1. The normal position of all signals must indicate danger, derail points open, and the interlocking so arranged that it will be impossible for the operator to give conflicting signals.

2. The derail points must be placed not less than 500 feet from point of intersection of crossing tracks.

3. On side tracks the position of derail points may be located so as to best accommodate the traffic, and provide the same measure of safety indicated in foregoing rules.

4. On single track Railways derail points, when practicable, should be on inside curve, and on double track Railways the derail points should be in outside rail of both tracks.

5. Home signal posts must be 50 feet beyond point of derail, and the distance between home and distant signals must be not less than 1,200 feet. Signal post should be placed on Engineman's side of track it governs.

6. Guard rails should be laid on outside of rail in which the derail is placed and commence at least 6 feet towards home signal from point of derail, extending from thence towards crossing, parallel with and 9 inches distant from track rail, for 400 feet.

7. In case there are crossovers, turnouts, or other connecting tracks involved in the general system, the movements of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains on main tracks over crossings without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between cars and trains of the same Railway, or between cars or trains of different Railways, it will be necessary, in addition to the protection of the main crossing, to provide by proper appliances against any such increased collateral dangers in the same complete manner as is required in the case of the main crossing.

8. Application for inspection of interlocking plant must be accompanied by a plain diagram, showing location of crossing and position of all main tracks, sidings, switches, turnouts, &c.

The several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use. The rate of grade on each main track must be shown, together with numbers of signals, derails, lock, &c., corresponding to levers in tower.

It is intended herein to state general rules, which will govern the construction of any proposed system of interlocking. The traffic to be done, relative position and operation of intersecting lines, may require safeguards not mentioned herein.

The system of derailing, signalling and interlocking must be connected and worked and be complete in each particular before it will be approved.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GEN. MANAGER,
OTTAWA, CANADA, 15TH APRIL, 1891.

Dominion Parliament.

Petitions for Private Bills are to be prepared in triplicate after the following forms, viz. :—

- (1) To His Excellency the Right Honourable SIR JOHN CAMPBELL
HAMILTON-GORDON, Earl of Aberdeen, Viscount
Formartine, Baron Haddo, Methlic, Tarves and
Kellie, in the Peerage of Scotland; Viscount
Gordon of Aberdeen, County of Aberdeen, in
the Peerage of the United Kingdom, Baronet
of Nova Scotia, etc., etc., Governor-General of
Canada,

IN COUNCIL:

THE PETITION of the undersigned of the city
of Humbly Sheweth :
THAT (here state the objects sought by Petitioner).
WHEREFORE your Petitioner humbly prays that Your Excellency
may be pleased to sanction the passing of an Act for the purposes
above mentioned.
AND as in duty bound your Petitioner will ever pray.

SEAL

Date.

Signature.

This Petition to be sent by Mail to the Office of the Secretary of State any time during the Session.

(2) TO THE HONOURABLE THE SENATE OF CANADA,
IN PARLIAMENT ASSEMBLED :

THE PETITION of the undersigned of the city
of Humbly Sheweth :

THAT (here state the objects sought by the Petitioner).

WHEREFORE your Petitioner humbly prays that your Honourable
House may be pleased to pass an Act for the purposes above men-
tioned.

AND as in duty bound your Petitioner will ever pray.

SEAL

Date.

Signature.

*This petition to be presented by a member of the Senate, from his place in the Senate,
within the first three weeks of the Session.*

(3) TO THE HONOURABLE THE HOUSE OF COMMONS OF
CANADA, IN PARLIAMENT ASSEMBLED :

THE PETITION of the undersigned of the city
of Humbly Sheweth :

THAT (here state the objects sought by the Petitioner).

WHEREFORE your Petitioner humbly prays that your Honourable
House may be pleased to pass an Act for the purposes above men-
tioned.

AND as in duty bound your Petitioner will ever pray.

SEAL

Date.

Signature.

*This petition to be presented by a Member, from his place in the House, within the first
three weeks of the Session.*

**N.B.—All Petitions must be signed by the Petitioner, signature
by Attorney or Agent not being admissible.**

MODEL BILL.

[No. .]

BILL.

[18 .]

An act to incorporate the

Railway Company.

Preamble. **W**HEREAS a petition has been presented praying for the
incorporation of a company to construct and operate a
railway as hereinafter set forth, and it is expedient to grant the
prayer of the said petition: Therefore Her Majesty, by and with
the advice and consent of the Senate and House of Commons of
Canada, enacts as follows:—

Incorporation. **1.** (*Insert here names of those applying for incorporation*), together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate under the name of (*here insert name of Company*), hereinafter called "the Company."

Head Office. **2.** The head office of the Company shall be in the

Line of railway described. **3.** The Company may lay out, construct and operate a railway of the gauge of four feet, eight and one-half inches from a point in or near the to a point in or near the
(*here insert and define clearly the route of the proposed railway and specify the principal points along the said route*).

Provisional directors. **4.** The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company.

Capital stock and calls thereon. **5.** The capital stock of the Company shall be dollars, and may be called up by the directors from time to time, as they deem necessary, but no one call shall exceed ten per cent. on the shares subscribed.

Annual general meeting. **6.** The annual general meeting of the shareholders shall be held on the first in in each year.

Number of directors. **7.** At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose persons to be directors of the Company, one or more of whom may be paid directors of the Company.

Amount of bonds, &c., limited **8.** The Company may issue bonds, debentures or other securities to the extent of thousand dollars per mile of the railway and branches, and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.

9. The Company may enter into an agreements with *(name the company or companies it is proposed to make agreements with)* for conveying or leasing to such company the railway of the company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the franchises, surveys, plans, works, plant, material, machinery, and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit, provided that such agreement has been first approved by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that such agreement has also received the sanction of the Governor in Council :

2. Such sanction shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of *The Railway Act*, and also for a like period in one newspaper in each of the counties (or electoral districts) through which the railway of the Company hereby incorporated runs, and in which a newspaper is published.

Section 239 of The Railway Act, 1888, referred to in Sub-section 2 of Section 9, Model Bill :—

239. Before such approval is given, notice of the application therefor shall be published in the *Canada Gazette* for at least two months previously to the time therein named for the making of such application ; and such notice shall state a time and place when the application is to be made, and that all persons interested may then and there appear and be heard on such application.

PRIVATE BILLS.

APPLICATIONS TO PARLIAMENT.

CONDENSED RULES *in re* NOTICES FOR PRIVATE BILLS.

All applications for Private Bills, properly the subjects of legislation by the Parliament of Canada, within the purview of The British North America Act, 1867, for granting to any individual or individuals, any exclusive or peculiar rights or privileges whatever, or for doing any matter or thing which, in its operation, would affect the rights or property of other parties, or relate to any particular class of the community; or for making any amendment to any former Act, shall require a Notice, clearly and distinctly specifying the nature and object of the application; such notice (except in the case of existing corporations) shall be signed by, or on behalf of the applicants, and be published as follows, viz.:

In the Provinces of Quebec and Manitoba.

In the *Canada Gazette*, in the English and French languages, and in one newspaper in the English, and in one in the French language in the District affected, or in both languages in one paper, if there be but one in the said District, or if there be no paper published therein, then, in both languages, in a paper in the nearest District in which a newspaper is published.

In any other Province or Territory.

In the *Canada Gazette*, and in one newspaper published in the County or District, or Union of Counties affected, or if there be no paper published therein, then in a newspaper in the nearest County or District in which a newspaper is published. Such Notices shall be continued in each case, for a period of at least two months during the interval of time between the close of the next preceding Session and the consideration of the Petition. Marked copies of all the newspapers containing the first and last insertion of such notices shall be sent to the Clerk of each House, endorsed "Application for a Private Bill."

When a Petition is for leave to bring in a Private Bill for the erection of a Toll Bridge, the petitioners shall also, at the same time and in the same manner, give notice of the proposed rates of toll, the extent of the privilege, the height of the arches, the interval between the abutments or piers

for the passage of rafts and vessels, and, if a drawbridge, the dimensions of the same.

Any person seeking to obtain a Private Bill shall, at least eight days before the meeting of Parliament, deposit with the Clerk of the House, in which the Bill is to originate, a copy of such Bill in the English or French language, with a sum sufficient to pay for translating and printing the same. The applicant shall also, after the second reading, and before the consideration of the Bill by any committee, pay the Clerk of the Senate, or the Accountant of the House of Commons (as the case may be) a fee of \$200, and a sum sufficient to pay the cost of printing the Act in the Statutes, and lodge the receipt of the same with the Clerk of the Committee to which such Bill is referred.

The fee of \$200 payable on any Private Bill is paid only in the House in which such Bill originates; but the charges for reprinting and translation consequent thereon are paid in the House in which such charges are incurred.

No Petition for a Private Bill is received by the Senate or by the House of Commons after the first three weeks of the Session.

No Private Bill may be presented to the Senate or to the House of Commons after the first four weeks of the Session.

EDOUARD J. LANGEVIN,
Clerk of the Senate.

JOHN GEORGE BOURINOT,
Clerk of the Commons.

SPECIAL RULE OF THE SENATE.

49. (c) When a Bill is to operate in more than one Province, Territory or District, the notices shall be published in the *Canada Gazette* and in a leading newspaper published in each Province, Territory or District in which the Bill is to operate.

EDOUARD J. LANGEVIN,
Clerk of the Senate.

ADDITIONAL RULES OF THE HOUSE OF COMMONS RESPECTING PRIVATE BILLS.

All Private Bills for Acts of Incorporation shall be so framed as to incorporate by reference the *clauses* of the *General Acts* relating to the details to be provided for by such Bill;—special grounds shall be establish-

ed for any proposed departure from this principle, or for the introduction of other provisions as to such details, and a note shall be appended to the Bill indicating the provisions thereof, in which the *General Act* is proposed to be departed from;—Bills which are not framed in accordance with this *Rule*, shall be recast by the promoters, and reprinted at their expense, before any Committee passes upon the *Clauses*.

51a. All Private Bills for Acts of incorporation of, or in amendment of Acts incorporating Railway Companies, shall be drawn in accordance with the Model Bill, copies of which may be obtained from the Clerk of the House.

(a) The provisions contained in any Bill which are not in accord with the Model Bill, shall be inserted between brackets, and when revised by the proper officer shall be so printed, and Bills which are not in accordance with this Rule shall be returned to the promoters to be recast before being revised and printed;

(b) Any sections of existing Acts which are proposed to be amended shall be reprinted in full with the amendments inserted in their proper places and between brackets;

(c) Any exceptional provisions that it may be proposed to insert in any Bill shall be clearly specified in the Notice of Application for the same.

51b. No Bill for the incorporation of a Railway Company, or for changing the route of the railway of any company already incorporated, shall be considered by the Railway Committee until there has been fyled with the Committee, at least one week before the consideration of the Bill:—

(a) A Map or Plan drawn upon a scale of not less than half an inch to the mile, showing the location upon which it is intended to construct the proposed work, and showing also the lines of existing or authorized works of a similar character within, or in any way affecting the district, or any part thereof, which the proposed work is intended to serve, and such map or plan shall be signed by the Engineer or other person making the same;

(b) An exhibit showing the total amount of capital proposed to be raised for the purposes of the undertaking, and the manner in which it is proposed to raise the same, whether by ordinary shares, bonds, debentures, or other securities, and the amount of each, respectively.

JOHN GEORGE BOURINOT,

Clerk of the Commons.

SPECIAL ORDERS OF THE HOUSE OF COMMONS.

Resolved, That the Clerk of the House do have a copy of the new Rule 49 sent to those persons giving notice in the *Canada Gazette* of their intention to apply to Parliament for the passing of a Private Bill, together with a notification that the said Rule will be strictly adhered to for the future :—

49. Petitions for Private Bills shall only be received by the House within the first *three weeks* of the Session, and Private Bills may only be presented to the House within the first *four weeks* of the Session, and it shall be the duty of any Committee to which any Private Bill may be referred to consider and report the same to the House with all convenient speed.

2. That it be an instruction to all Committees on Private Bills, in the event of promoters not being ready to proceed with their measures when the same have been twice called *on two separate occasions* for consideration by the Committee, that such measures shall be reported back to the House forthwith, together with a statement of the facts and with the recommendation that such Bills be withdrawn.

JOHN GEORGE BOURINOT,

Clerk of the Commons.

TO ADVERTISERS IN THE *GAZETTE*.

PARTIES sending advertisements to be inserted in the *Canada Gazette* will please observe the following rules :

1st. Address "The Canada Gazette, Ottawa, Canada."

2nd. Indicate the number of insertions required.

3rd. Invariably remit the fees for such advertisements, together with the price of one Gazette, as below. Otherwise they will not be inserted. The rates are 10 cents for the first insertion, and five cents for each subsequent insertion per line of nine words, each figure counting as one word. No advertisement is inserted for a less charge than one dollar.

By settled or understood practice as prescribed by law, the rules of Parliament or decisions of the Department of Justice, notices receive the following insertions :—

Notices of applications for divorce—27 insertions.

Notices of the withdrawal of deposits of Insurance Companies—13 insertions.

Notices of ordinary applications to Parliament—9 insertions.

Notices of applications for Letters Patent—6 insertions.

Notices of dividends and meetings of Banks and Insurance Companies
—1 calendar month, or 5 insertions.

Subscribers will also notice that the subscription, \$4 per annum, is invariably payable in advance, and that the "Gazette" will be stopped at the end of the period paid for. Single numbers will be charged ten cents each, and when more than one are required by advertisers, must be remitted for likewise.

S. E. DAWSON,

Queen's Printer and Controller of Stationery.

*Department of Public Printing and Stationery,
Ottawa, November, 1891.*



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